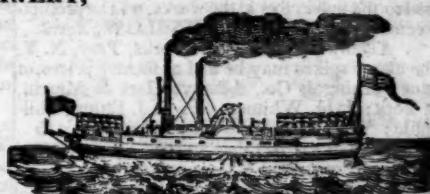


AMERICAN RAILROAD JOURNAL,

AND GENERAL ADVERTISER

FOR RAILROADS, CANALS, STEAMBOATS, MACHINERY,

AND MINES.



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THURSDAY, OCTOBER 30, 1845.

[WHOLE NO. 487, VOL. XVIII.

THE AMERICAN RAILROAD JOURNAL is the only periodical having a general circulation throughout the Union, in which all matters connected with public works can be brought to the notice of all persons in any way interested in these undertakings. Hence it offers peculiar advantages for advertising times of departure, rates of fare and freight, improvements in machinery, materials, as iron, timber, stone, cement, etc. It is also the best medium for advertising contracts, and placing the merits of new undertakings fairly before the public.

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 NORRIS, BROTHERS, Philadelphia, Pa.
 KITE'S Patent Safety Beam. (See Adv.)
 FRENCH & BAIRD, Philadelphia, Pa. (See Adv.)
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 A. & G. RALSTON & Co., Philadelphia, Penn. (See Adv.)
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W. R. CASEY, CIVIL ENGINEER, NO. 23 Chambers street, New York, will make surveys and estimates of cost and reports for railways, canals, roads, docks, wharves, dams and bridges of every description, with plans and specifications. He will also act as agent for the sale or purchase of machinery, and of patent rights for improvements relating to public works.

KITE'S PATENT SAFETY BEAM.

MESSRS. EDITORS.—

As your Journal is devoted to the benefit of the public in general I feel desirous to communicate to you for publication the following circumstance of no inconsiderable importance, which occurred some few days since on the Philadelphia, Wilmington and Baltimore railroad.

On the passage of the evening train of cars from Philadelphia to this city, an axle of our large 8 wheeled passenger car was broken, but from the particular plan of the construction, the accident was entirely unknown to any of the passengers, or, in fact, to the conductor himself, until the train, (as was supposed from some circumstances attending the case,) had passed several miles in advance of the place where the accident occurred, whereas had the car been constructed on the common plan the same kind of accident would unavoidably have much injured it, perhaps thrown the whole train off the track, and seriously injured, if not killed many of the passengers.

Wilmington, Del., Sept. 28, 1840.

The undersigned takes pleasure in attesting the value of Mr. Joseph S. Kite's invention of the Safety Beam Axle and Hub for railroad cars. They have for some time been applied to passenger cars on this road, and experience has tested that they fully accomplish the object intended. Several instances of the fracture of axles have occurred, and in such the cars have uniformly run the whole distance with entire safety. Had not this invention been used, serious accidents must have occurred.

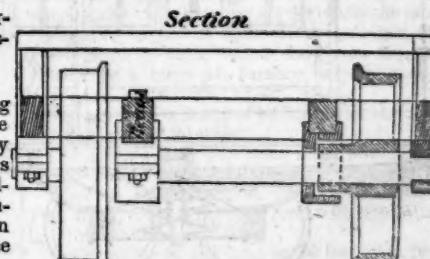
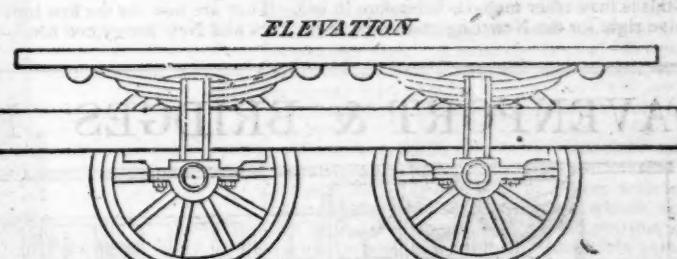
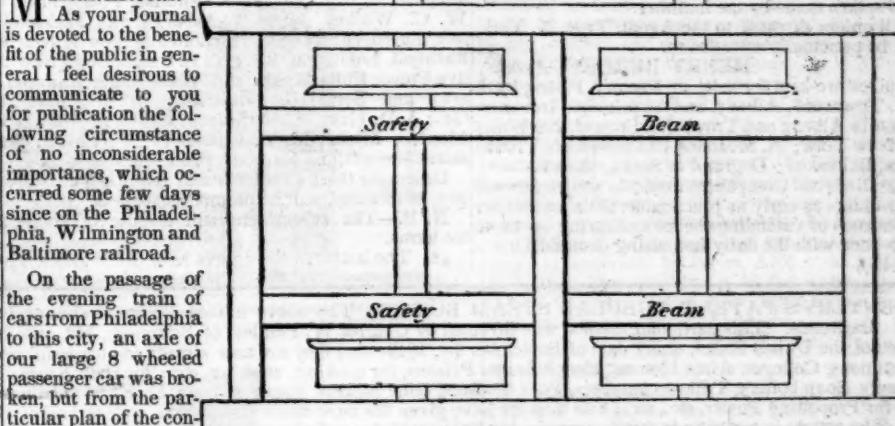
In short, we consider Mr. Kite's invention as completely successful in securing the safety of property and lives in railroad travelling, and should be used on all railroads in the country.

JOHN FRAZER, Agent,
 GEORGE CRAIG, Superintendent.

JAMES ELLIOTT, Sup. Motive Power,
 W. L. ASHMEAD, Agent.

A model of the above improvement is to be seen at the New Jersey railroad and transportation office, No. 1 Hanover st., N. York.

ja45



PATENT HAMMERED RAILROAD, SHIP and Boat Spikes. The Albany Iron and Nail Works have always on hand, of their own manufacture, a large assortment of Railroad, Ship and Boat Spikes, from 2 to 12 inches in length, and of any form of head. From the excellence of the material always used in their manufacture, and their very general use for railroads and other purposes in this country, the manufacturers have no hesitation in warranting them fully equal to the best spikes in market, both as to quality and appearance. All orders addressed to the subscriber at the works, will be promptly executed. JOHN F. WINSLOW, Agent.

Albany Iron and Nail Works, Troy, N. Y.
The above spikes may be had at factory prices, of Erastus Corning & Co., Albany; Hart & Merritt, New York; J. H. Whitney, do.; E. J. Etting, Philadelphia; Wm. E. Coffin & Co., Boston. ja45

PATENT RAILROAD, SHIP AND BOAT Spikes. The Troy Iron and Nail Factory keeps constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 3 to 10 inches, manufactured by the subscriber's Patent Machinery, which after five years' successful operation, and now almost universal use in the United States (as well as England, where the subscriber obtained a patent) are found superior to any ever offered in market.

Railroad companies may be supplied with Spikes having countersink heads suitable to holes in iron rails, to any amount and on short notice. Almost all the railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. York, will be punctually attended to.

HENRY BURDEN, Agent.

Spikes are kept for sale, at Factory Prices, by I. & J. Townsend, Albany, and the principal Iron merchants in Albany and Troy; J. I. Brower, 222 Water St., New York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

*** Railroad Companies would do well to forward their orders as early as practicable, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand.

ja45

FRENCH AND BAIRD'S PATENT SPARK ARRESTER.

TO THOSE INTERESTED IN Railroads, Railroad Directors and Managers are respectfully invited to examine an improved SPARK ARRESTER, recently patented by the undersigned.

Our improved Spark Arresters have been extensively used during the last year on both passenger and freight engines, and have been brought to such a state of perfection that no annoyance from sparks or dust from the chimney of engines on which they are used is experienced.

These Arresters are constructed on an entirely different principle from any heretofore offered to the public. The form is such that a rotary motion is imparted to the heated air, smoke and sparks passing through the chimney, and by the centrifugal force thus acquired by the sparks and dust they are separated from the smoke and steam, and thrown into an outer chamber of the chimney through openings near its top, from whence they fall by their own gravity to the bottom of this chamber; the smoke and steam passing off at the top of the chimney, through a capacious and unobstructed passage, thus arresting the sparks without impairing the power of the engine by diminishing the draught or activity of the fire in the furnace.

These chimneys and arresters are simple, durable and neat in appearance. They are now in use on the following roads, to the managers and other officers of which we are at liberty to refer those who may desire to purchase or obtain further information in regard to their merits:

E. A. Stevens, President Camden and Amboy Railroad Company; Richard Peters, Superintendent Georgia Railroad, Augusta, Ga.; G. A. Nicolls, Superintendent Philadelphia, Reading and Pottsville Railroad, Reading, Pa.; W. E. Morris, President Philadelphia, Germantown and Norristown Railroad Company, Philadelphia; E. B. Dudley, President W. and R. Railroad Company, Wilmington, N. C.; Col. James Gadsden, President S. C. and C. Railroad Company, Charleston, S. C.; W. C. Walker, Agent Vicksburgh and Jackson Railroad, Vicksburgh, Miss.; R. S. Van Rensselaer, Engineer and Sup't Hartford and New Haven Railroad; W. R. M'Kee, Sup't Lexington and Ohio Railroad, Lexington, Ky.; T. L. Smith, Sup't New Jersey Railroad Trans. Co.; J. Elliott, Sup't Motive Power Philadelphia and Wilmington Railroad, Wilmington, Del.; J. O. Sterns, Sup't Elizabethtown and Somerville Railroad; R. R. Cuyler, President Central Railroad Company, Savannah, Ga.; J. D. Gray, Sup't Macon Railroad, Macon, Ga.; J. H. Cleveland, Sup't Southern Railroad, Monroe, Mich.; M. F. Chittenden, Sup't M. P. Central Railroad, Detroit, Mich.; G. B. Fisk, President Long Island Railroad, Brooklyn.

Orders for these Chimneys and Arresters, addressed to the subscribers, or to Messrs. Baldwin & Whitney, of this city, will be promptly executed.

N. B.—The subscribers will dispose of single rights, or rights for one or more States, on reasonable terms.

*** The letters in the figures refer to the article given in the *Journal* of June, 1844.

FRENCH & BAIRD.

Philadelphia, Pa., April 6, 1844.

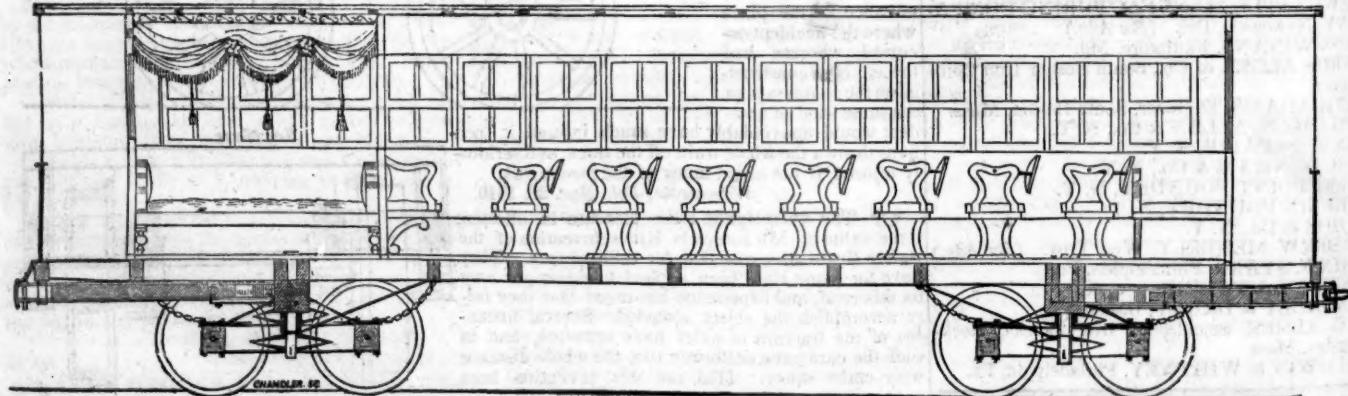
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BENTLEY'S PATENT TUBULAR STEAM BOILER. The above named Boiler is similar in principle to the Locomotive boilers in use on our Railroads. This particular method was invented by Charles W. Bentley, of Baltimore, Md., who has obtained a patent for the same from the Patent Office of the United States, under date of September 1st, 1843—and they are now already in successful operation in several of our larger Hotels and Public Institutions, Colleges, Alms Houses, Hospitals and Prisons, for cooking, washing, etc.; for Bath houses, Hatters, Silk, Cotton and Woollen Dyers, Morocco dressers, Soap boilers, Tallow chandlers, Pork butchers, Glue makers, Sugar refiners, Farmers, Distillers, Cotton and Woollen mills, Warming Buildings, and for Propelling Power, etc., etc.; and thus far have given the most entire satisfaction, may be had of D. K. MINOR, 23 Chambers st. New York.

The article is complete in itself, occupies but little space, is perfectly portable, and requires no brick work, not even to stand upon. It is valuable, not only in the saving of time and labor, but in the economy of fuel, as it has been ascertained by accurate measurement, that the saving in that article is fully two-thirds over other methods heretofore in use. They are now for the first time introduced into New York and Boston by the subscriber, who has the exclusive right for the New England states, New York and New Jersey, and are manufactured by

CURTIS & RANDALL, Boston; and by
FORCE, GREEN & CO. New York.

DAVENPORT & BRIDGES' PATENT CAR AND TRUCK.



DAVENPORT & BRIDGES CONTINUE TO MANUFACTURE TO ORDER, AT THEIR WORKS, IN CAMBRIDGEPORT, MASS. Passenger and Freight Cars of every description, and of the most improved pattern. They also furnish Snow Ploughs and Chilled Wheels of any pattern and size. Forged Axles, Springs, Boxes and Bolts for Cars at the lowest prices. All orders punctually executed and forwarded to any part of the country. Our Works are within fifteen minutes ride from State street, Boston—coaches pass every fifteen minutes.

RAILROAD IRON AND LOCOMOTIVE
Tyres imported to order and constantly on hand
by A. & G. RALSTON

Mar. 20th 4 South Front St., Philadelphia.

THE NEWCASTLE MANUFACTURING
Company continue to furnish at the Works, situated in the town of Newcastle, Del., Locomotives and other steam engines, Jack screws, Wrought iron work and Brass and Iron castings, of all kinds connected with Steamboats, Railroads, etc.; Mill Gear of every description; Cast wheels (chilled) of any pattern and size, with Axles fitted, also with wrought tires, Springs, Boxes and bolts for Cars; Driving and other wheels for Locomotives.

The works being on an extensive scale, all orders will be executed with promptness and despatch. Communications addressed to Mr. William H. Dobbs, Superintendent, will meet with immediate attention.

ANDREW C. GRAY,

President of the Newcastle Manuf. Co.

CUSHMAN'S COMPOUND IRON RAILS.
etc. The Subscriber having made important improvements in the construction of rails, mode of guarding against accidents from insecure joints, etc. respectfully offers to dispose of Company, State Rights, etc., under the privileges of *letters patent* to Railroad Companies, Iron Founders, and others interested in the works to which the same relate. Companies reconstructing their tracks now have an opportunity of *improving* their roads on terms very advantageous to the varied interests connected with their construction and operation; roads having in use flat bar rails are particularly interested, as such are permanently available by the plan.

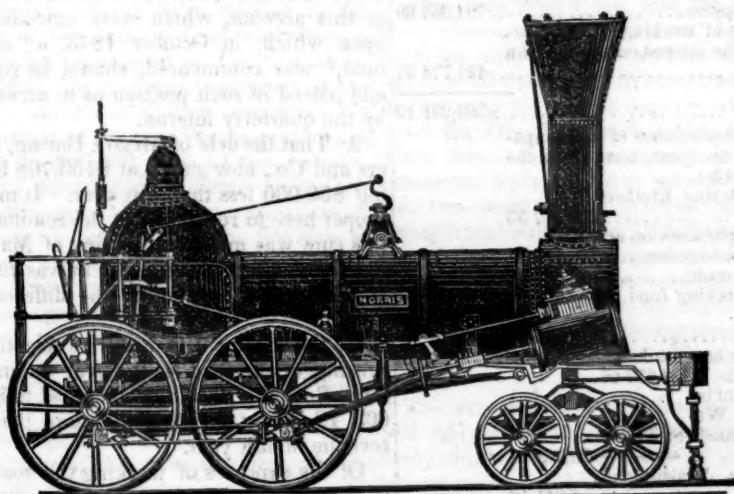
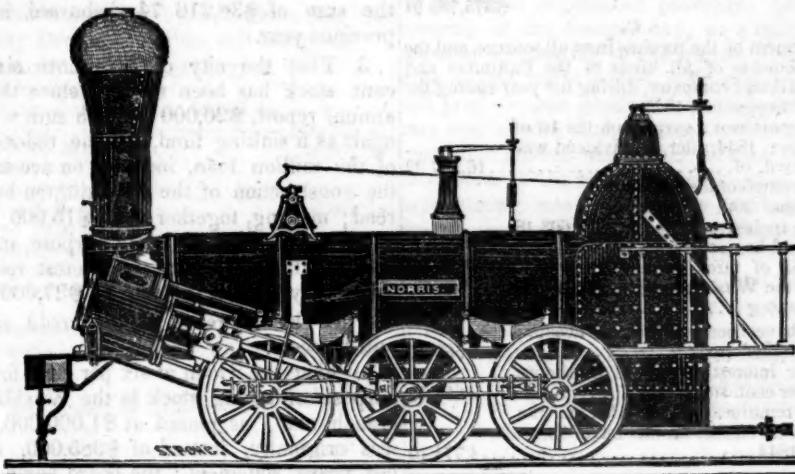
W. MC. CUSHMAN, *Civil Engineer*,

Albany, N. Y.

Mr. C. also announces that Railroads, and other works pertaining to the profession, may be constructed under his advice or personal supervision. Applications must be post paid.

NORRIS' LOCOMOTIVE WORKS.

BUSH HILL, PHILADELPHIA, Pennsylvania.



MANUFACTURE their Patent 6 Wheel Combined and 8 Wheel Locomotives of the following descriptions, viz:

Class 1,	15 inches	Diameter of Cylinder,	\times	20	inches Stroke.
" 2,	14 "	" "	\times	24 "	" "
" 3,	14½ "	" "	\times	20 "	" "
" 4,	12½ "	" "	\times	20 "	" "
" 5,	11½ "	" "	\times	20 "	" "
" 6,	10½ "	" "	\times	18 "	" "

With Wheels of any dimensions, with their Patent Arrangement for Variable Expansion.

Castings of all kinds made to order: and they call attention to their Chilled Wheels for the Trucks of Locomotives, Tenders and Cars.

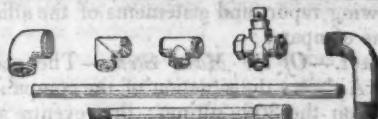
NORRIS, BROTHERS.

TO RAILROAD COMPANIES AND BUILDERS OF MARINE AND LOCOMOTIVE ENGINES AND BOILERS.

PASCAL IRON WORKS.

WELDED WROUGHT IRON TUBES

From 4 inches to $\frac{1}{2}$ in. calibre and 2 to 12 feet long, capable of sustaining pressure from 400 to 2500 lbs. per square inch, with Stop Cocks, T., L., and other fixtures to suit, fitting together, with screw joints, suitable for STEAM, WATER, GAS, and for LOCOMOTIVE and other STEAM BOILER FLUES.



Manufactured and for sale by
MORRIS, TASKER & MORRIS.
Warehouse S. E. Corner of Third & Walnut Streets,
PHILADELPHIA.

RAILROAD IRON.—THE MARYLAND AND NEW YORK IRON AND Coal Company are now prepared to make contracts for Rails of all kinds. Address the Subscriber, at Jenson's Run, Allegany County, Maryland.

WILLIAM YOUNG,

President.

TO IRON MASTERS.—FOR SALE.—MILL SITES in the immediate neighborhood of *Birimousine Coal* and *Iron Ore*, of the first quality, at Ralston, Lycoming Co., Pa. This is the nearest point to tide water where such coal and ore are found together, and the communication is complete with Philadelphia and Baltimore by canals and railways. The interest on the cost of water power and lot is all that will be required for many years the coal will not cost more than \$1 to \$1 25 at the mill sites, without any trouble on the part of the manufacturer; rich iron ore may be laid down still more cheaply at the works; and, taken together, these sites offer remarkable advantages to practical manufacturers with small capital. For pamphlets, descriptive of the property, and further information, apply to Archibald McIntyre, Albany, to Archibald Robertson, Philadelphia, or to the undersigned, at No. 23 Chambers street, New York, where may be seen specimens of the coal and ore.

W. R. CASEY, *Civil Engineer*,

VALUABLE PROPERTY ON THE MILL Dam For Sale. A lot of land on Gravelly Point, so called, on the Mill Dam, in Roxbury, fronting on and east of Parker street, containing 68,497 square feet, with the following buildings thereon standing.

Main brick building, 120 feet long, by 46 ft wide, two stories high. A machine shop, 47x43 feet, with large engine, face, screw, and other lathes, suitable to do any kind of work.

Pattern shop, 35x32 feet, with lathes, work benches, &c.

Work shop, 86x35 feet, on the same floor with the pattern shop.

Forge shop, 118 feet long by 44 feet wide on the ground floor, with two large water wheels, each 16 feet long, 9 ft diameter, with all the gearing, shafts, drums, pulleys, &c., large and small trip hammers, furnaces, forges, rolling mill, with large balance wheel and a large blowing apparatus for the foundry.

Foundry, at end of main brick building, 60x45 feet two stories high, with a shed part 45x20 feet, containing a large air furnace, cupola, crane and corn oven.

Store house—a range of buildings for storage, etc., 200 feet long by 20 wide.

Locomotive shop, adjoining main building, fronting on Parker street, 54x25 feet.

Also—A lot of land on the canal, west side of Parker st., containing 6000 feet, with the following buildings thereon standing:

Boiler house 50 feet long by 30 feet wide, two stories.

Blacksmith shop, 49 feet long by 20 feet wide.

For terms, apply to HENRY ANDREWS, 48 State st., or to CURTIS, LEAVENS & CO., 106 State st., Boston, or to A. & G. RALSTON & CO., Philadelphia.

CYRUS ALGER & CO., South Boston Iron Company.

**Nineteenth Annual Report,
Of the President and Directors to the Stockholders of the Baltimore and Ohio Railroad Company.**

At a meeting of the stockholders held pursuant to the charter, on the second Monday of October, 1845, in the city of Baltimore, the president and directors of the Baltimore and Ohio railroad company submitted the following report and statements of the affairs of the company:

First.—Of the Main Stem.—The statement A shows the situation of the company's affairs on the 30th ultimo; the revenue and expenses on the main stem for the year ending on the same day, are shown by the statement B; and the statement C shows the receipts from all sources, and the disbursements of all kinds during the same period. They are the following, viz :

A.	
Dr. The Baltimore and Ohio railroad company.	
Stock in the Washington branch road. \$1,032,600 00	
Cost of road to Harper's Ferry, including real estate, depots, locomotives, passenger and burden cars, etc. 4,000,000 00	
Cost of road west of Harper's Ferry, including real estate, locomotives, etc. 3,623,606 28	
Coal trade, for amount expended in cars and engines for that purpose, including \$38,216 74 in the previous year. 118,803 98	
Sterling bonds in the hands of Messrs. Baring, Brothers & Co. of London. 3,181,005 11	
City of Baltimore six per cent. stock on hand. 40,096 59	
Sinking fund for the redemption of the million loan. 35,999 97	
Debt due by the Washington branch road—same as cash. 6,041 18	
Cash in the hands of officers. 8,543 52	
Cash on hand. 96,369 21	
 Cr.	\$12,143,065 84
Loan at six per cent. for the purpose of taking stock in the Washington branch road. 1,000,000 00	
Stock. 7,000,000 00	
Baring, Brothers & Co., London, for balance now due. 153,708 95	
State of Maryland five per cent. sterling bonds. 3,200,000 00	
Forfeited stock, balance of that account. 364 70	
Interest received on city stock. 2,618 59	
Revenue—balance of this account on the 1st of October, 1844. 490,008 87	
Amount which has accrued since. 738,703 18	
Dividend from the Wash. road in April last. 30,978 00	
 1,259,590 05	
Less expenses, repairs & interest, including the sum of \$48,419 44 expended for purposes of construction. 473,216 45— 986,372 60	
 \$12,143,065 84	

B.

Statement of the revenue and expenses of the Baltimore and Ohio railroad company, on account of the main stem of the road, for the year ending the 30th of September, 1845.

The amount received for the transportation of passengers and merchandise for the year ending September 30th, 1845, has been. 738,603 18

And the expenses for the same period have been as follow, viz:

Expenses of transportation, including fuel, salaries of superintendent, agents, conductor, etc. 113,285 86

Repairs of road. 88,184 87

" depots. 6,921 42

" passenger cars. 11,299 27

" locomotives. 44,481 71	
" burden cars. 24,895 64	
" water stations. 1,525 94	
Repairing and rebuilding bridges. 55,516 24	
Watching bridges and pumping water at water stations. 8,984 50	
Office and incidental expenses, including salaries, house rent, fees to counsel, tax on property, etc. 8,815 99	
Making in all. 363,841 44	
And showing the earnings of the road to be. 374,761 74	
The dividend of the main stem from the Washington branch in April last was. 30,978 00	
And the dividend yet to be received from the same. 30,978 00	
Making. 61,956 00	
The interest on the million loan, etc. 60,931 83	
Leaving. 1,024 17	
	\$375,785 91

C.

Statement of the receipts from all sources, and the disbursements of all kinds of the Baltimore and Ohio railroad company, during the year ending the 30th of September, 1845.

There remained a surplus on the 1st of October, 1844, after the dividend was declared, of. 16,527 32

The revenue for the year ending the 30th September, 1845, inclusive, has been. 738,603 18

This road has received a dividend of three per cent. from the Wash. branch. 30,978 00

Making. 769,581 18

There have been received on account of forfeited stock. 563 50

And for interest on city of Baltimore six per cent. stock. 2,618 59

There remained unexpended in the hands of officers on the 1st of October, 1844. 4,774 10

Showing the total amount of receipts from all sources. 794,064 69

The expenses of working the road, etc. including the interest on million loan have been. 424,773 27

Leaving. \$369,291 42

The other disbursements of the company during the year, have been the following, viz:

Payment to Baring, Brothers & Co. 50,017 53

For various purposes on account of construction. 48,419 44

For the coal trade. 118,803 98

And for the sinking fund. 999 97

Making. 218,240 92

The company have on hand belonging to both roads. 184,677 66

Deduct amount belonging to Washington branch. 88,308 45

Due by the Washington branch. 6,041 18

City six per cent. stock, amounting to. 40,096 59

Cash in the hands of officers. 8,543 52

Office of the Baltimore and Ohio railroad company, 1st October, 1844.

J. I. ATKINSON, *Secretary.*

Taking the statement A, and beginning on the debit side, it will be observed that the following are shown, viz:

1. That the item of "Cost of road west of Harper's Ferry" is the same as stated in last year's report, the capital being absorbed,

and every expenditure now incurred being necessarily taken out of the revenue. There has been expended, however, the sum of \$48,419 44 properly applicable to this account, being for settlement of claims for right of way, interest on the debt to Messrs. Baring, and the cost of placing the money in England, the construction of bridges, improvements at depots, and various other items; and this sum the board have directed to be considered as part of the expenses of the current year. There is also included in this amount, the sum of \$10,270 paid to contractors for making the road, which, at the time of the last report, was in litigation; so that the whole sum now unsettled of this class of debts, amounts to only \$2,150.

2. That the amount expended in cars, engines, etc., for the accommodation of the coal trade has been \$118,803 98, which includes the sum of \$38,216 74 disbursed in the previous year.

3. That the city of Baltimore six per cent. stock has been reduced since the last annual report, \$20,000; which sum was set apart as a sinking fund, for the redemption of the million loan, incurred on account of the construction of the Washington branch road; making, together with \$15,000 heretofore set apart for the same purpose, and the accumulations of quarterly interest reinvested as they accrue, the sum of \$37,000.

Then by reference to the credit side it will be seen:

1. That the "loan at six per cent. for the purpose of taking stock in the Washington branch road," is placed at \$1,000,000, as it was originally, instead of \$985,000, as in last year's statement; the board having ordered that the \$15,000 of bonds belonging to this account, which were cancelled, and upon which, in October 1843, a "sinking fund," was commenced, should be restored, and placed in such position as to accumulate by the quarterly interest.

2. That the debt of Messrs. Baring, Brothers and Co., now stands at \$153,708 95, being \$50,000 less than last year. It may be proper here to remark, that the remittance of this sum was made on the first of May last, five months before the payment was due, and at a saving of interest for the difference of time.

By the statement B it will be seen that the revenue of the road for the year ending the 30th September last, has amounted to \$738,603 18, being \$79,983 20 more than the revenue of last year.

Of the expenses of working the road and keeping it in order, shown by this statement, it is gratifying to observe that, while there has been a considerable increase in the trade and travel, there has been comparatively but a trifling increase in the expenses; except in the item of repairs of bridges, which is upwards of \$49,000 greater than that of last year, and to which more particular reference will hereafter be made.

The net receipts from the business of the main stem, over and above the expenses, independently of its connection with the Washington branch, amount to the sum of \$375,

785 91, being nearly five and a half per cent. upon the capital.

Appended to this report will be found a table showing the aggregate number of passengers, and the amount in tonnage of the various articles of produce and merchandize transported over the road on each year for the last ten years, and the gross revenue received from the same. This statement affords gratifying evidence of the gradual increase of the business of the road through that entire period, and especially since its completion to Cumberland.

The statement C shows the surplus remaining on hand after the dividend of last year; the receipts from all sources during the year, and the disbursements on all accounts for the same period, together with the available means of the company on the 30th ultimo.

By this statement, it will be seen that the company have on hand the following, viz:

Cash in bank.....	\$184,677 66
Less belonging to the Washington road.....	88,308 45
Leaving.....	\$96,379 21
City stock on hand.....	40,096 59
Debt due by the Washington branch road, which is the same as cash....	6,041 18
Borrowed from the revenue for the purpose of the coal trade, and to be refunded out of that trade.....	\$118,803 98
Less amount received from that trade.....	28,202 98— 90,601 00
Making.....	\$233,107 98
And to which may be added the dividend of 3 per cent. to be received from the Washington branch road.....	30,978 00
Making in all.....	\$264,085 98

Of this, the board have applied to the purposes of the sinking fund, according to the resolution announced in the annual report of 1842, for the reimbursement of the loan of a million of dollars contracted for the construction of the Washington road, the sum of \$20,000, and of the balance, they have determined to divide among the stockholders three dollars on each share of stock, payable on and after the first day of November next, leaving a surplus of \$34,085 98, which will be applied as so much to the extinguishment of the debt due by the coal trade, and which debt, as will be observed, has been placed among the available resources of the company as borrowed from the revenue.

The condition of the track west of Harper's Ferry, is of the most satisfactory character. The trains, both of passengers and merchandize, have continued to pass over it without interruption; and the cost of keeping it in repair is quite inconsiderable. That portion east of Harper's Ferry is in as perfect condition as the nature of the materials of which it is constructed, renders practicable. Some difficulty has heretofore been experienced in procuring the timber in sufficient quantity for its repair from the southern states; but, it is hoped that, in a short time, supplies will be furnished from the line of the road, so that this difficulty will be entirely obviated.

It is manifested, however, that the increasing business of the road, and especially that arising from the prosecution of the coal trade, will render it necessary for the company steadily to pursue the system commenced in 1838, of gradually renovating the entire line to Harper's Ferry with a substantial edge rail, such as is used west of that point; and in some of the sections along the Patapsco, to avoid the short curves which so seriously obstruct the efficiency of the motive power.

Indeed, a wise economy would suggest that the accomplishment of so important a work should not be delayed beyond the earliest practicable period.

An accident occurred to the Harper's Ferry viaduct on the 18th of March last, similar to that which happened to the same structure on the 5th of September previous. On the evening of the former day, as a train was crossing—consisting of the engine Gladiator, nine house cars loaded with merchandize and produce, one gondola with iron, and ten cars loaded with coal, the most western span upon the curved arm of the bridge, on the main stem of the road, suddenly gave way, precipitating into the river the gondola and the ten cars loaded with coal. The engine and the remaining portion of the train having got beyond the pier that sustained the arch which fell, passed safely over. The conductor of the train fell among the broken timbers into the river, but providentially escaped with but slight injury. As the straight arm of the bridge remained uninjured, no delay of consequence occurred in the passage of the trains; so that the business of the road was not seriously interrupted.

The cars which fell into the river, and their contents, were recovered, having suffered but little damage; and the arch before the close of the year, will have been restored in the most permanent manner, at a cost of about \$6,000. The arch which had previously fallen, has been rebuilt in the same substantial style, and has withstood, for the last two months, the severest tests of its strength and sufficiency. In the reconstruction of both arches, the opportunity has been embraced, of raising them out of the reach of high water, of protecting them securely from the weather, and rendering them in every part accessible to constant and minute inspection.

The recurrence of such an accident, as will be readily supposed, created the most lively anxiety in the minds of the board, both as to the durability of the bridges along the entire route, and the principles upon which they were constructed. They accordingly ordered the most rigid scrutiny to be instituted upon both these points, and the result of that examination has tended to confirm the opinion expressed in their former report, of the correctness of the principle of construction.

In regard to the immediate cause of the last accident, it appeared, upon a close examination of all the circumstances, to have been due in part to defective workmanship, and the unsound state of a part of the timber which

could not readily be inspected, and which had escaped the attention of the supervisor, at the time it was placed in the work. It was also attributable in part to the premature removal, by a sudden flood in the river, of the temporary support which had been put under the arch during its repair, and for assisting it while deprived of the counter thrust of the adjacent span, which had not then been reconstructed.

It will be remembered that it was necessary to hasten the finishing of the bridges along the route, in order to avoid delay in the opening of the road to Cumberland; and, the difficulty which attended the procuring of the proper description of timber in sufficient quantities, made, in some instances, a very rigid inspection scarcely practicable.—Under all these circumstances, the board, taking into consideration the paramount necessity of preventing any apprehension on the part of travellers for their personal safety, and the certainty that the increase of the trade, and the consequent more frequent passage of trains of increased weight, would render it imperatively necessary that these structures should be placed in the most perfect condition, have had them all so thoroughly refitted and strengthened as to secure them effectually against the recurrence of similar casualties for the future.

The outlay incident to the accomplishment of this important object, and which, in strictness, is indeed a part of the capital or cost of construction of the work, will account for the greatly increased expenditure of the last over that of the preceding year, for the same purpose. It will also be borne in mind, that as the first accident occurred in September 1844, just previous to the termination of the financial year, no portion of the expense of its repair was included in the statement of that year.

The expenditure under this head for the coming year, will be very much below those of the past. The work which remains to be done, will have for its object, not the strengthening of the bridges, the security of which in this respect is complete, but in protecting them more perfectly from the weather, and preparing them to perform their duty for a long period, without further cost than must necessarily be attendant upon the maintenance of every structure, composed of perishable materials.

We must not omit to mention that a considerable proportion of the present year's expense, under this head, is for materials now on hand for work still to be done; and, therefore, in fact, chargeable to the operations of the ensuing year.

We may also observe that it is not surprising, nor calculated to excite mistrust, that they have required to be strengthened, when it is considered that, owing to the increase in the weight of the trains, they are daily bearing a burthen equal to that which they were originally designed to sustain only at rare intervals. This great increase in the weight of trains has indeed taken place in most of the railways of the United States, and with similar effects upon their timber

bridges, the entire reconstruction of which, upon several important lines, has become necessary—and at a cost far exceeding that of refitting and strengthening those upon the Baltimore and Ohio railroad, when the number of the bridges, and the mode of their repair are considered.

The other appurtenances of the road, together with the cars, engines, and other machinery, are in a satisfactory condition.

The heavy engines, of 22 tons weight, built for the coal trade at the manufactory of Mr. Winans in this city, have proved themselves very valuable machines, of great power and simplicity of construction, easily maintained in repair, and burning the Cumberland coal in the most satisfactory manner; and in this last particular, solving a question of much interest in the economy of the company's transportation. The general result of the transportation of coal thus far has been to demonstrate the sufficiency of the estimates of its cost heretofore made by the company's engineers, and thus to encourage the board to enter as largely into its transportation as circumstances may show to be expedient. The quantity of coal transported during the past year has indeed, from a variety of causes, fallen very far short of that agreed to be furnished by the company with whom the contract for its carriage was made. Other companies in Allegheny are now, however, preparing to enter largely upon the working of their mines; and, unlike the company first referred to, which divides the produce of its mines between its own furnaces and the seaboard market, will devote themselves exclusively to the supply of the market. All these companies are looking to the Baltimore and Ohio railroad for the transportation of their coal, and are preparing lateral railways of their own, to connect with it at Cumberland. The board have entered into a contract with the most considerable of these companies, (the Maryland mining company,) to transport, in annually increasing quantities, to the extent of 52,500 tons of coal, which together with what the other companies, including the Mount Savage company will contribute, may amount within a year or two, to 100,000 tons or upwards. The transportation of this large tonnage, which will be swelled by a considerable amount of other heavy commodities, from the outer depot to tide water, has occupied the serious attention of the board; and, under the ordinance of the city, approved April 19, 1845, they have had surveys of all the practicable routes, made during the past summer, and have a full report upon them from the engineer department, which they have now under consideration.

Subsequent to the last annual report, the attention of the board was called, by numerous petitions from persons engaged in the flour trade, to the fact that, in consequence of the low rates of toll charged by the Chesapeake and Ohio canal, that article was being rapidly diverted from this market to the District of Columbia; and, praying that the board would reduce the rate upon the railroad, to such a point as would prevent that diversion.

The flour trade has always been consid-

ered of great importance to the prosperity of the city of Baltimore; and, as long as the communication with the interior was kept up by turnpikes, almost the entire product of Maryland, and a considerable portion of Pennsylvania and Virginia, was brought to this market.

This circumstance, as is well known to those familiar with the early history of this city, contributed essentially to its rapid increase in commerce, wealth and population; but, the construction of the Chesapeake and Ohio canal along the western border of Maryland, and of the Cumberland valley railroad from Chambersburg to Philadelphia, had already diverted a very considerable portion of the article from this market; so that the inspections of several years past, instead of increasing with the growth and settlement of the country, are scarcely equal to those of a very early period. Any further diversion of this important trade was, therefore, regarded with alarm; and, under the circumstances of the case, the board deemed it to be their duty to consider the applications made to them for a reduction of tolls, not so much with reference to profit as to the preservation of the trade. It was evident also that, if this particular article were diverted to another market, a very considerable portion of business necessarily connected with it, and growing out of it, would also be diverted; and, the result would prove not only a very serious injury to the city, but an absolute loss to the company of the revenue which might otherwise be derived from the return trade. It was, therefore, resolved that the rates of toll upon this article should be reduced along that portion of the road which is adjacent to the Chesapeake and Ohio canal, to such a point as would compensate for the expense of transportation.

It is believed that this measure has had the salutary influence expected from it, and there is reason to anticipate that, when the mills will be enabled to grind, the quantity of flour which will be brought to this market, during the present season, will be materially increased.

It is obvious that the very low rates charged by the Chesapeake and Ohio canal company for the transportation of this article, to the cities of the District, do not afford a remunerating revenue, by which that company might be enabled to meet its obligations to the state of Maryland; and that, while this is the case, its policy, at the same time, had the unjust effect of abstracting trade from the city of Baltimore, to which the state was looking, in a very great degree, for the means, by taxation, of paying the interest upon the debt contracted for the construction of the canal. If the rate charged by the canal were an adequate one, and had been made with a view to its obligations to the state, the city of Baltimore would have less right to complain, whatever might be the injury she suffered in other respects; but when she was heavily taxed for the construction of a work which, at the same time, deprived her of the means of paying that tax, the evil was one which it was supposed would readily call for the interference of the state, the only authority

which could exercise a sufficient control over the subject. Accordingly an opportunity was afforded by certain interrogatories propounded by the state, at the last session, to present the views and wishes of this company in regard to a mutual adjustment of tolls between the two companies, upon all the articles which might be offered for transportation. A copy of the answer to these interrogatories will be appended to this report. From the answer to the second interrogatory, it will be observed that this company was willing to enter into an arrangement by which the exclusive transportation of coal, iron, and such articles as it was supposed, at the period of its commencement, would belong legitimately to it; provided the canal company would place such rates upon other articles, the produce of the soil, as would afford some revenue to the state in case they were carried by the canal or otherwise be transferred to the railroad.

No action of the legislature grew out of this proposition, and the whole subject remains in its original state.

SECOND.—Of the Washington road.—The affairs of the Washington road are shown by the statement D and E as follow:

D.	The Washington branch road.
Cost of road, real estate, engines and	
cars.....	\$1,650,000 00
Cash in the hands of officers.....	122 57
Cash on hand.....	88,308 45
	\$1,738,431 02
Cr.	Stock.....
	\$1,650,000 00
Annuity account.....	23,000 00
Due the Baltimore and Ohio railroad..	6,041 18
Revenue, for balance of this account..	57,389 84
	\$1,738,431 02

Office of the Baltimore and Ohio railroad
company, October 1st, 1845.

J. I. ATKINSON, *Secretary.*

E.
Statement of the revenue and expenses of the Washington branch of the Baltimore and Ohio railroad, for the year ending the 30th of September, 1845.

The amount received for the transportation of passengers and merchandise for the year ending the 30th of September, 1845..... \$208,813 63

And the expenses for the same period, have been as follows, viz:	
Expense of transportation, including fuel, salaries of the superintendent, agents, conductors, etc.....	\$27,786 78
Repairs of the road.....	15,582 38
" locomotives.....	6,459 60
" passenger cars.....	8,466 16
" burden cars.....	4,566 81
" depots.....	234 27
" water stations.....	2 34
" bridges.....	1,432 19
Interest on the Elk Ridge landing annuity.....	1,250 60
Bonus to the state, one-fifth of the receipts from passengers.....	38,699 43
Office and incidental expenses, including salaries, house rent, etc.....	5,421 53
Burden cars.....	3,414 26
Real estate and construction of depots.....	\$624 00
Deduct amount of lot sold.....	250 78
	373 22 113,718 97
	\$95,094 63

Office of the Baltimore and Ohio railroad
company, October 1st, 1845.

J. I. ATKINSON, *Secretary.*

(Continued at page 699.)

AMERICAN STATE WORKS AND CANALS, ETC.

STATE WORKS.		Length in miles.	Cost.	1843. Income. Gross.	Expend.	1844. Income. Gross.	Expend.	The State Canals are all 4 feet deep, and the locks are 13 to 17 feet wide, and 80 to 90 feet in length.
N. Y.	1 Black river canal.	35	1,524,967	.....	.....	24,618	14,443	
"	2 Cayuga and Seneca	21	237,000	16,557	10,953	.....	.....	The six millions paid to the canal fund from auction and salt duties are not included in the estimate of cost. The Genesee valley and the Black river canals require large sums for their completion, the interest of which additional sum is much greater than the estimated gross income of these canals when finished. The sums re- quired to complete these two canals are \$2,000,- 000 and \$600,000, making their total cost when finished \$5,553,000 and \$2,409,000; an expendi- ture incurred on estimated incomes (admitted to be liberal,) of \$39,000 and \$14,000 respectively.
"	3 Champlain canal.	64	1,251,664	102,308	.....	116,739	14,385	
"	4 Chemung.	23	684,600	8,140	14,486	14,385	12,740	
"	5 Chenango.	97	2,420,000	16,195	15,967	22,179	15,960	
"	6 Crooked lake.	8	156,777	461	3,674	1,498	3,951	
"	7 Erie—enlargement of.	363	12,648,852	1,880,316	.....	.....	.....
"	8 Genesee valley.	120	3,739,000	.....	.....	.....	.....
"	9 52 miles opened, cost \$1,500,000.	.....	.....	12,292	13,819	19,641	15,557	
"	10 Oneida lake.	6	50,000	225	2,239	621	1,636	
"	11 Oswego.	38	565,437	29,147	22,742	56,165	28,599	
Pa.	12 Beaver division canal.	25	.....	.....	.....	7,381	5,386	
"	13 Delaware canal.	60	.....	.....	.....	109,278	22,870	
"	14 French creek.	45	.....	.....	.....	.....	.....
"	15 Seneca river towing path.	.....	69,276	.....	.....	381	.....
"	16 Columbia railroad.	82	4,204,969	.....	.....	443,336	205,067	
"	17 Eastern division.	36	.....	.....	.....	179,781	138,915	
"	18 Juniata canal.	93	.....	.....	.....	.....	.....
"	19 Portage railroad.	36	1,828,461	.....	.....	351,102	248,943	
"	20 Western division canal.	105	.....	.....	.....	.....	.....
"	21 North branch Susquehanna canal.	73	.....	.....	.....	101,949	57,633	
"	22 West "	72	.....	.....	.....	.....	.....
Ohio	23 Hocking canal.	56	975,130	4,757	.....	5,286	4,139	
"	24 Miami canal.	85	1,660,742	68,640	38,826	77,844	22,341	
"	25 Miami extension.	105	2,856,636	8,291	.....	12,723	14,741	
"	26 Miami northern division.	35	322,000	.....	.....	unfin'd.	.....
"	27 Muskingum.	91	1,627,318	23,167	.....	29,385	15,027	
"	28 Ohio.	334	4,600,000	322,754	123,398	343,711	113,210	
"	29 Wabash.	91	3,028,340	35,929	6,400	49,589	12,817	
"	30 Walhonding.	25	607,269	838	39,005	1,977	1,238	
"	31 Western road.	31	255,015	7,254	1,782	8,747	2,929	
Ind.	32 Sundry works.	.....	11,000,000	.....	.....	.....	.....	These 21 millions on sundry works yield no income whatever.
"	33 Maumee canal.	.....	.....	.....	.....	.....	.....
Ill.	34 Sundry works.	.....	10,000,000	.....	.....	.....	.....	The central railroad yields above 6 per cent., and is the only State work—the Erie canal ex- cepted—which is able to stand alone.
Mich.	35 Central railroad.	110	1,842,308	149,987	75,960	211,170	89,420	
"	36 Southern railroad.	68	936,295	24,064	7,907	60,341	70,000	

CANALS.		Length in miles.	Cost.	1843. Income. Gross.	Div. per cent.	1844. Income. Gross.	Div. per cent.	Value c ^o stock.	REMARKS.
Blackstone.	.....	.....	.....	.....	.....	.....	.....	.....
Bald Eagle Navigation.	25	400,000	.....	.....	.....	.....	.....	.....
Beaver and Sandy, (part).	.....	1,000,000	.....	.....	.....	.....	.....	.....
Charleston, (S. C.).	184	12,370,470	47,637	.....	.....	.....	.....	.....	We may, perhaps, at some future time be enabled to give the particu- lars of all these canals.
Chesapeake and Ohio.	184	300,000	.....	.....	.....	.....	.....	.....
Conesota.	12	.....	.....	.....	.....	.....	.....	.....
Delaware and Chesapeake.	13	.....	.....	.....	.....	.....	26	.....	The Chesapeake and Ohio canal is not yet completed to the coal mines, hence its trifling income.
Schuylkill.	108	3,500,000	279,795	102,321	.....	190,693	120,624	31	The enlargement of the Schuyl- kill canal has been commenced.
Farmington.	.....	.....	.....	.....	.....	.....	.....	.....
James river and Kenhawa.	.....	.....	.....	.....	.....	.....	.....	.....
Middlesex.	.....	.....	.....	.....	.....	.....	.....	.....
Port Deposit.	10	200,000	.....	.....	.....	.....	.....	.....
Delaware and Raritan.	43	2,900,000	99,623	53,327	.....	131,491	84,455	.....
Southwark.	.....	300,000	.....	.....	.....	.....	.....	.....
Tide Water.	45	2,900,000	.....	.....	.....	.....	.....	.....
Union.	80	2,000,000	.....	.....	.....	.....	.....	.....
Morris.	101	1,000,000	.....	.....	.....	.....	261	.....
Dismal Swamp.	.....	.....	.....	.....	.....	.....	.....	.....

CANADIAN CANALS.		Length in miles.	No. of locks.	Lockage in feet.	Size of chamber.	Width in feet.	Depth on mitre sill.	Width of canal Bottom.	Width Surface.	Expended to Sept. 1843.	Income.
					feet.	feet.	feet.	feet.	feet.	1843.	1844.
The Welland canal.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Main trunk from Port Colborne to Port Dalhousie	28	31	328	150	26 1-2	8 1-2	45	81	.....	3,948,572	2,485,572
Junction branch to Dunville	21	1	6	150	26 1-2	8 1-2	35	71	.....	64,658	.....
Broad creek branch to Port Maitland below.	1	1-2	1	200	45	9	45	85	.....	.....	.....
The St. Lawrence canal.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Galops and Port Cardinal.	2	2	7	200	45	9	50	90	.....	.....
Rapid Plat.	4	2	11 1-2	200	45	9	50	90	672,498	973	
Farren's point.	3-4	1	3 1-2	200	45	9	50	90	.....	.....
Cornwall, passing the Long Sault rapids.	11 1-2	7	48	200	55	9	100	150	865,372	1,665,663	
Beauharnois, do. Coteau, Cedars and Cascades road	11 1-4	9	82 1-2	200	45	9	80	120	1,190,087	275,426	
Lachine, do. Lachine rapids.	8 1-2	5	44 1-2	200	45	9	80	120	old canal	400,000	29,288
Elargement of do.	.....	.....	.....	.....	.....	.....	.....	.....	1,001,333	64,439	
Total from lake Erie to the sea.	12	57	525	120	24	6	36	60	200,000	440,000	1,409
Chamby.	66	9	74	.....	.....	.....	.....	.....	.....	.....	.....

COAL COMPANIES.		Length in miles.	Cost.	1843. Income. Gross.	Div. per cent.	1844. Income. Gross.	Div. per cent.	Value of stock.	REMARKS.
R. rd.	Canals.			Gross.	Nett.	Gross.	Nett.		
Delaware and Hudson.	16	108	2,800,000	930,203	196,702	10	.....	130	
Lehigh.	20	72	6,000,000	.....	.....	.....	31	.....

RAILROADS.	Length in miles.	Cost.	Loans and debts.	Number of shares.	Paid on har'd	AMERICAN RAILROADS.		SALES.							
						1843. Gross.	1843. Nett.	Div. per cent.	1844. Gross.	1844. Nett.	Div. per cent.	Previ- ous prices	Week ending Sept. 15. Last	Sales	
Me.	1 Portland, Saco and Portsmouth	50	1,200,000	.....	.....	89,997	47,166	7	131,404	62,172	6	101	.....	100	
N. H.	2 Concord	35	750,000	.....	.....	178,745	68,499	6	233,101	86,401	12	65	.....	.....
Mass.	3 Boston and Maine	56	1,485,461	.....	.....	277,315	144,000	8	316,909	147,615	8	118	.....	117	
"	4 Boston and Maine extension	17 1-4	455,703	unfin.	.....	233,388	110,823	6	282,701	156,109	6	111	.....	.....
"	5 Boston and Lowell	26	1,863,746	.....	18,600	100	40,141	162,000	6	428,437	195,163	7	116	.....	116
"	6 Boston and Providence	41	1,886,135	none.	18,600	100	50,671	24,000	6	64,998	24,000	6	102	.....	.....
"	7 Boston and Worcester	44	2,914,078	.....	.....	17,500	7	17,737	34,654	13,971	5	80	.....	107	
"	8 Berkshire	21	250,000	not stated	.....	.....	13	279,563	140,595	6	337,238	227,920	8	107	107
"	9 Charlestown branch	280,260	.....	.....	.....	.....	.....	.....	42,759	26,835	.....	.....	.....	.....
"	10 Eastern	54	2,388,631	.....	.....	84,079	.....	8	94,588	34,944	10	126	.....	.....
"	11 Fitchburg	50	1,150,000	just open'd	.....	50,671	24,000	6	64,998	24,000	6	102	.....	.....
"	12 Nashua and Lowell	14 1-2	380,000	.....	.....	.....	.....	.....	20,000	96,687	20,000	8	120	.....	.....
"	13 New Bedford and Taunton	20	430,962	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	14 Northampton and Springfield	172,883	unfin.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	15 Norwich and Worcester	66	2,290,000	900,000	16,535	100	162,336	24,871	.....	230,674	99,464	3	67	.....	69
"	16 Old Colony	.....	87,820	unfin.	.....	.....	.....	.....	.....	.....	.....	105	.....	.....	.....
"	17 Stoughton branch	4	63,075	unfin.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	18 Taunton branch	11	250,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	19 Vermont and Massachusetts	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	20 West Stockbridge	3	41,516	200	100	.....	.....	.....	.....	.....	4	.....	.....	.....	.....
"	21 Western, (117 miles in Mass.)	156	7,686,202	4,686,202	30,000	573,882	284,432	.....	753,753	439,679	3	98	.....	97	.....
"	22 Worcester branch to Milbury	.....	8,431	506	.....	.....	.....	.....	150,000	.....	6	93	.....	33	.....
Conn.	24 Hartford and New Haven	38	1,100,000	100,000	10,000	100	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	25 Hartford and Springfield	25 1-2	600,000	400,000	2,000	100	.....	.....	154,724	79,845	29	.....	.....	32	.....
"	26 Stonington, (year ending 1st Sept.)	48	2,600,000	650,000	13,000	100	113,889	.....	96,738	52,544	6	116	.....	.....	.....
N. Y.	27 Attica and Buffalo	31	336,211	.....	.....	45,896	7,522	.....	73,248	48,033	0	.....	.....	103	.....
"	28 Auburn and Rochester	78	1,796,342	200,000	14,000	100	189,693	112,000	237,667	152,007	6	109	.....	103	.....
"	29 Auburn and Syracuse	26	766,657	.....	133	86,291	27,334	.....	96,738	52,544	6	116	.....	.....	.....
"	30 Buffalo and Niagara	22	200,000	.....	1,500	.....	.....	.....	.....	.....	100	.....	.....	27	31
"	31 Erie, (446 miles.)	.....	5,000,000	.....	.....	48,000	.....	126,020	59,075	.....	.....	.....	.....	.....	.....
"	32 Erie, opened	53	2,250,000	750,000	30,000	50	.....	140,685	62,399	6	61	.....	63	.....	.....
"	33 Harlem	26	2,250,000	750,000	30,000	50	.....	35,029	1,789	0	11	.....	.....	.....	.....
"	34 Hudson and Berkshire	31	575,613	.....	.....	.....	.....	153,456	58,996	0	614	65	.....	.....	.....
"	35 Long Island	96	1,610,221	392,340	29,846	.....	69,948	58,780	79,804	45,763	0	564	57	.....	.....
"	36 Mohawk and Hudson	17	1,317,893	400,000	10,000	100	42,242	3,000	1	34,666	8,455	0	.....	.....	.....
"	37 Saratoga and Schenectady	23	303,658	.....	.....	28,043	.....	32,646	6,365	0	.....	.....	.....	.....	.....
"	38 Schenectady and Troy	20 1-2	640,800	.....	.....	76,227	.....	192,061	120,992	8	117	.....	.....	.....	.....
"	39 Syracuse and Utica	53	1,115,897	none.	16,000	62	163,701	72,000	114,177	75,865	5	90	.....	.....	.....
"	40 Tonawanda	43	400,000	.....	.....	44,325	21,000	.....	38,502	9,971	2	.....	.....	.....	.....
"	41 Troy and Greenbush	6	180,000	.....	.....	177,164	180,000	9	331,932	199,094	8	132	.....	.....	.....
"	42 Troy and Saratoga	25	475,801	.....	20,000	100	277,164	180,000	784,191	404,956	6	88	.....	.....	.....
"	43 Utica and Schenectady	78	2,168,165	none.	20,000	100	682,832	383,880	.....	.....	.....	.....	.....	.....	.....
N. J.	44 Camden and Amboy	61	3,200,000	.....	.....	.....	.....	.....	.....	.....	30	.....	.....	.....	.....
"	45 Elizabethtown and Somerville	26	500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	46 New Jersey	34	2,000,000	.....	.....	.....	.....	.....	.....	.....	6	95	.....	.....	.....
"	47 Paterson	16	500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pa.	48 Beaver Meadow	26	1,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	49 Cumberland Valley	46	1,250,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	50 Harrisburg and Lancaster	36	860,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	51 Hazleton branch	10	120,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	52 Little Schuylkill	29	900,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	53 Blossburg and Corning	40	600,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	54 Mauch Chunk	9	100,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	55 Minehill and Schuylkill Haven	19 1-2	396,117	25,000	7,019	50	.....	12	.....	12	80	.....	.....	.....	.....
"	56 Norristown	20	800,000	.....	.....	.....	.....	.....	.....	.....	64	.....	.....	.....	.....
"	57 Philadelphia and Trenton	30	400,000	.....	.....	.....	.....	.....	.....	.....	104	.....	.....	.....	.....
"	58 Pottsville and Danville	29 1-2	1,500,000	.....	.....	.....	.....	.....	597,613	343,511	25	.....	24	.....	.....
"	59 Reading	94	9,457,570	7,447,570	40,200	50	177,227	71,691	212,129	104,529	84	.....	.....	.....	.....
"	60 Schuylkill valley	10	1,000,000	.....	.....	20,000	.....	25,368	6,074	28	.....	.....	.....	.....	.....
"	61 Williamsport and Elmira	25	400,000	.....	.....	43,043	200,000	.....	123,871	72,898	3	77	.....	.....	.....
"	62 Philadelphia and Baltimore	93	4,400,000	.....	.....	.....	.....	185,243	85,688	6	.....	.....	.....	.....	.....
Del.	63 Frenchtown	16	600,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Md.	64 Baltimore and Ohio, (1st Oct.)	188	7,623,600	.....	.....	575,235	279,402	.....	658,620	346,946	48	21	.....	.....	.....
"	65 Baltimore and Susquehanna	58	3,000,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	66 Baltimore and Washington	38	1,800,000	.....	.....	177,227	71,691	212,129	104,529	84	.....	.....	.....	.....	.....
Va.	67 Greensville and Roanoke	18	284,433	37,544	2,000	100	.....	25,368	6,074	28	.....	.....	.....	.....	.....
"	68 Petersburg	63	969,880	63,000	7,690	100	248,026	158,207	.....	35,000	15,000	.....	.....	.....	.....
"	69 Portsmouth and Roanoke	78 1-2	1,454,171	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	70 Richmond, Fredericksburg and Potomac	76	800,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	71 Richmond and Petersburg	22 1-2	700,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	72 Winchester and Potomac	32	500,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
N. C.	73 Raleigh and Gaston	84 1-2	1,360,000	.....	.....	.....	.....	.....	532,871	140,196	5	.....	.....	.....	.....
"	74 Wilmington and Raleigh	161	1,800,000	.....	.....	.....	.....	.....	328,425	180,704	.....	.....	.....	.....	.....
S. C.	75 South Carolina	136	5,671,452	.....	34,410	75	201,464	77,456	248,096	147,523	.....	.....	.....	.....	.....
Ga.	76 Columbia	66	3,000,000	500,000	22,500	100	227,532	93,190	248,096	147,523	.....	.....	.....	.....	.....
"	77 Central	190	2,650,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
"	78 Georgia	147 1-2	2,650,000	500,000	170,000	100	248,026	158,207	248,026	158,207</td					

Correspondents will oblige us by sending in their communications by Monday morning at latest.

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AMERICAN RAILROAD JOURNAL.

PUBLISHED BY D. K. MINOR, 23 Chambers street, N.Y.

Thursday, October 30, 1845.

THE COAL TRADE—SCHUYLKILL VALLEY.

The shipments by railroad are 19,684 06 tons, and by canal 9,926 18, making 29,609 04 tons for the week.

BY RAILROAD.

From Pottsville and Port Carbon—total	323,003
From Schuylkill Haven—total	327,970
From Port Clinton—total	17,089

Total by railroad.....668,663

BY CANAL.

From Pottsville and Port Carbon—total	132,936
From Schuylkill Haven—total tons	37,250
From Port Clinton	42,553

Total by canal.....212,740

Total by railroad and canal.....880,804

LEHIGH COAL TRADE.

Total shipments from Mauch Chunk. Lehigh coal and navigation co.

Summit mines, -	163,427
Room run do, -	72,511—225,938
Beaver Meadow railroad and coal co.,	68,549
From Penn Haven—Hazleton coal co.,	60,537
From Rock Port—Buck Mountain coal co.,	19,972

374,996

WYOMING COAL TRADE—total.....146,745

PINE GROVE COAL TRADE—total.....36,809

MINEHILL AND SCHUYLKILL HAVEN RAILROAD—total tons.....364,878

MOUNT CARBON RAILROAD—total tons.....216,148

MILL CREEK RAILROAD—total.....70,038

SCHUYLKILL VALLEY RAILROAD—total.....93,853

[Miners' Journal.]

WESTERN RAILROAD.—Receipts for week ending

Oct. 19th.

	1845.	1844.
Passengers.....	\$6,825	\$7,338
Freight, etc.....	11,025	9,564

Total.....\$17,875 \$16,902

Net gain this week.....973

Net gain previously since Jan. '45.....38,671

Total gain.....39,544

Western Railroad.—Receipts for five weeks past,

in three years :

1843. 1844. 1845.

\$13,951.....\$18,222.....\$20,486

14,837.....17,544.....19,426

14,754.....17,034.....19,500

14,682.....16,837.....17,919

15,544.....16,902.....17,875

73,769 86,539 95,205

We have not a doubt but that with *reduced* fares the increase in 1845 over the previous year would have been as much greater than the increase of 1844 over 1843, as it is now smaller. That is, if the fares had been reduced the increase of 1845 would have been at least \$16,539 instead of 8,539. It is im-

portant to insure an *increase* of the increase, instead of a *decrease* of the increase; and this will be more likely to follow *reduced*, than increased, fares. Such has been the case in England and so it will be in this country.

Norwich and Worcester Railroad.—The earnings for two months have been as follows:

	1844.	1845.
August.....	\$24,856 00	\$22,829 30
September.....	23,475 21	23,201 11
Total.....	48,331 21	46,030 41

The following statement of the business on the Housatonic railroad is from the Bridgeport Standard of 7th inst. We are gratified to know that the track will so soon be relaid with heavy iron; and we hope that the anticipations of the editor may be fully realized, as the people of Bridgeport deserve success for their enterprise in opening a communication so far interior. It has been their misfortune, not their fault, that their road has not been in better repair and more productive.

Receipts of the Housatonic Railroad for September.

Freight.....	\$8,790 84
Passage and mail.....	571 89

September, 1844.....	\$13,362 73

Total by railroad.....	11,605 09

Increase..... \$1,756 64
The rapid increase of business on this road, notwithstanding the strong prejudice in the public mind against the plate rail, inclines us to the opinion that the road may ultimately prove profitable to all the stockholders, both old and new—and we recommend to those who hold the old stock, not to be in haste to sell at the present rates. The company will commence laying the H rail in a few days, and will complete it through the whole line early next spring; and if the experience of other roads, where the rail has been changed from plate to H, is any criterion by which to estimate the productiveness of this, the receipts of the Houstonian railroad will, ere long, be sufficient to pay a dividend on the old stock, after paying expenses and 8 per cent. on the new.

The certainty of a permanent road, is giving a new impetus to the business interests of the valley of the Housatonic, the resources of which when developed will be found abundantly sufficient to pay large dividends to the stockholders from the local business alone.

Mohawk Railroad.—The receipts for the week ending 30th September, are as follows:

1844.....	\$2,360 19
1845.....	3,198 90

Increase..... 838 71

Buffalo and Niagara.—Earnings for two months:

	1844.	1845.
August.....	\$3,683 00	\$4,949 38
September.....	2,961 09	4,010 22

Total..... 6,640 09 *.....* 8,958 60

READING RAILROAD.—A comparative statement of the business of the Philadelphia and Reading railroad, for the second week in Oct., in years 1843, 1844 and 1845 :

Coal tons.

Week ending Oct. 14, 1843.....\$13,233 06.....8,710 00

" " 12,1844.....15,559 14.....11,532 00

" " 11,1845.....28,931 73.....20,519 00

For the Third Week.

Week ending Oct. 21, 1843.....\$14,079 23.....9,244 00

" " 19,1844.....15,528 93.....11,209 00

" " 18,1845.....27,539 68.....19,584 00

South Carolina Railroad.—The Charleston Courier says: A correspondent furnishes the following statement of the receipts of the railroad since 1842: Receipts for the entire year of 1842.....\$381,294

" " " 1843.....401,878

" " " 1844.....477,808

" for three months.....1845 357,684

Add three months to come, supposed same as last year.....177,034 534,718

Showing an increase of 1845 over 1842 of \$153,424, instead of \$123,333, and an increase of 1845 over 1844 of \$56,910—and this presuming that the three best months in the year are not to exceed those of last year

Railroad Companies.

We recently addressed a circular to the different railroad companies in the United States, in which we offered to insert their standing advertisements, to occupy one-fourth of a column, and to send them two copies of the Journal, one by mail as published, and the other *half bound* at the close of the year, for *twenty dollars*. We have long felt the want of some publication, either *weekly* or *monthly*, in which may be found the advertisements of *all* the railroads and steamboats on the principal routes in the country—where a traveller in New York may ascertain at what time he can arrive at, and depart from, Boston, Portland, Montreal, Buffalo, Detroit, Cincinnati, Philadelphia, Baltimore, Washington, Richmond, Charleston, Savannah and other important points, in one paper and in convenient form. Such a publication we have thought would be exceeding convenient to the multitude of travellers in these days; and, with the view of furnishing such a publication, at an early day, either *in*, or in *connection with*, the Railroad Journal; we made this proposition to the railroad companies first, in the belief that they would cheerfully respond to it, as by doing so, they will contribute materially to the future prosperity of the Journal, and at the same time, it is believed, to their own interest, and to the convenience of many travellers.

We have already received authority from the following named companies, to insert their advertisements on the terms proposed, and we confidently anticipate similar orders from most, if not all of the other companies; as we have not yet had a *single unfavorable* reply. We therefore feel assured that where they can, at so little cost, promote their own interest, and render an important service to their passengers, and at the same time so materially contribute to the permanence and future prosperity of this Journal, they will generally, and we hope *universally* send in their advertisements, and also *the twenty dollars*.

The Journal belongs to the *cause*—not to any individual or company—therefore we feel that we have a *just claim* after devoting to it so much time and effort, with so little return or benefit, during the past *fourteen years*—upon every railroad company, engineer and railroad shareholder in the country, for their best efforts to extend its circulation, as it is the *only one* of the kind in the Union, and was the first established any where, though there are now eight or ten in London, all liberally supported by ADVERTISING.

We desire to return our cordial thanks to the following companies for their prompt and favorable reply; and as cordially desire an *opportunity* to return thanks to every other company in the country for a similar favor.

Boston and Providence; Boston and Maine; Norwich and Worcester; New York and Erie; Baltimore and Ohio; Baltimore and Susquehanna; Richmond, Fredericksburg and Potomac; Central, Georgia and Lexington and Ohio.

We have the pleasure to add the two following named companies, to the list of yearly subscribers at *twenty dollars* a year, viz. the READING and the GEORGIA railroads.

Locomotion.—It appears from the Boston papers, that the number of passengers between Boston and New York, by the different routes, for the month of September last, was 19,314, or at the rate of 231,000 per year.

We find the above in the Journal of Commerce, and will merely add, a friend at our elbow says it would require 82 post coaches per day carrying 9 passengers each—for every week day in the year, to carry these passengers from and to the steamboats, if there were no railroads! No it would not, as, but for the railroads, they would not be there to be carried—certainly not more than one-third of them.

The same paragraph states that "the number of passengers on the Troy and Greenbush railroad, for 6 weeks ending 5th of August, was 19,334,—equal to 12,890 per month, or 154,000 per year. The number of passengers carried on the Hudson river is about 3000 a day for 8 months, or 720,000 a year."

The same writer well remarks that the above "is all thrown into the shade by the travel on the English roads, viz.—Number of passengers on the Great Western road from London to Bristol, 1844, 1,998,000;—on the London and Birmingham road, for 1844, 1,096,000."

It would require *seven hundred and nine* post coaches daily, each carrying nine passengers between London and Bristol.

Western and Atlantic (Ga.) Railroad.—It will be seen by the advertisement in another page that this road is now open to Cartersville in Cass county, and that it is to be opened still further to Coosa depot on 20th November. We do not find this place on the latest maps and will thank the engineer, Mr. Garnett, to give us its location; and at the same time inform us of the progress he is making towards the Tennessee river; that we may know how soon we can reach Nashville by railroad in that direction.

Magnetic Telegraph.—The Journal of Commerce says that "a continuous line of heavy leaden pipe was yesterday laid down across the East river, for the purpose of conveying the electro-magnetic fluid upon the New York and Offing line of Telegraph."

There is a possibility we should think that this leaden pipe will get "hooked" by some of the anchors which plough that ground.

American Railroad Speed.—We have been informed that the Express train with the English mails and passengers by the Hibernia came from Boston over the Long Island railroad in 2 hours and 20 minutes running time—a rate of 40 miles per hour. The night being clear, and signal lights being prepared in expectation of the express, the train had a clear track and there was neither accident, obstruction nor danger. The engine was the "Brooks," manufactured by Rogers, Ketchum and Grosvenor, of Paterson, N. J. The managers of the Long Island railroad have predicted from the first that they would attain the speed of 40 miles per hour—and they have done it.

There is no road probably in the country where high speed may be attained with more safety than on the Long Island. They will yet perform it in less than *two hours*.

The Cleveland, Columbus and Cincinnati railroad company has been organized, by the election of a president, secretary, and board of directors. The Cleveland Herald expresses great confidence that the work will be pushed on to completion.

We take the preceding statement from an exchange paper, *not receiving* the Cleveland Herald, we are of course unable to have early intelligence of the movements at that important point, will the editor please remove this inconvenience, as we desire to be early apprised of the movements along this important line?

The stockholders of the Boston, Concord and Montreal railroad, will meet in this town, says the Concord N. H. Patriot of October 16th, on Wednesday next, to choose directors, etc.

The Toronto Patriot, we understand—we do not receive it—says that "The more we see on the subject in the various journals that fall under our eye, the more inclined do we feel to the belief that oppo-

site Detroit must be one of the western termini of the projected line."

It appears to us that every intelligent man in the country would arrive at the conclusion "that opposite Detroit must be the western termination" of the *main line* whatever other termination its *branches* may have, unless he looked through *Tironto glasses*. The most *direct* lines are the lines for *travellers* and business, by which railroads are sustained, whatever may be the wishes and interests of individuals, companies, or towns.

A convention for the purpose of considering the expediency of reviving the project for constructing a railroad from Sunbury, on the Susquehanna, to Erie, was to be held at Ridgeway, Elk county, on the 21st inst. There is a convention called in Danville for the 29th inst. relative to the proposed construction of a railroad from that place or its vicinity to some point on the Reading railroad, and the Williamsport (Lycoming co.) Gazette, received yesterday, contains the following:

A railroad convention will be held at this place, on Friday the 31st instant, for the purpose of devising ways and means for the construction of a continuous railroad from Philadelphia, by way of the West Branch, to some suitable termination connecting with the public works of New York. It is expected that delegates will be here from Philadelphia and several of the eastern counties, and from the southwestern counties of New York. The citizens of the counties contiguous to the proposed route, who feel an interest in the project, are invited to send delegates to this convention.

We find the preceding in the United States Gazette. It shows that the people of interior Pennsylvania are moving—though we have not seen much indication in Philadelphia, of a spirit of co-operation.

It appears to us that the people of Philadelphia are more disposed to prevent their neighbors from accomplishing important enterprizes, even if their own interest would be promoted thereby, than to undertake such as are sure to advance their own immediate as well as prospective interest. The capitalists and business men of Philadelphia ought now to move *en masse* in favor of a continuous railroad to Pittsburgh—and also to connect with the New York and Erie railroad, at Elmira, or Corning, or other suitable point; and the more points of connection through the coal region the better. This do-nothing-ourselves-nor-let-others-do-anything-policy is neither generous nor just; and we hope that more liberal views, and acts will be adopted.

Railway Meeting.—The citizens of Middletown, Ct., at a meeting on Saturday last, passed the following spirited resolutions:—

1st. That it is the determination of this meeting that a road be built from Middletown to the Hartford and New Haven road.

2nd. That a committee be appointed to procure subscriptions to defray the expenses of surveys.

3d. That a committee be appointed to procure statistics and direct surveys; with power to appoint a treasurer, draw funds, and to call another meeting.

As a matter of course in due time, similar meetings will be held in every village, in the vicinity of main lines of railroad, where there are facilities for manufacturing purposes, or desirable locations for genteel retired residences. When the principal main lines shall have been constructed, and even before, in many places, the branches, or laterals will be commenced, and, within fifteen years their length or number of miles, will equal, if it does not exceed, that of the main lines.

Erie Railroad Extension and Receipts.—The people of Erie, Pa., are about to concentrate their efforts for the construction of a railroad along the lake shore to Dunkirk, where the New York and Erie railroad terminates. From Erie to Cleveland, Ohio, a route has been selected, and by the time our

Erie road is finished, the chain will be complete to Cincinnati.

Of course the period has arrived for the movement of the people in every town and village along the south side of lake Erie, if they desire to retain any portion of the travel between the east and west they must have a road completed from Dunkirk to Cleveland, and thence to Cincinnati and to the Michigan roads, by the time the New York and Erie road is ready for use, or travel between Cincinnati and Chicago, and the Hudson river will nearly all of it pass through Canada, as they are *sure* to have a railroad at an earlier day.

Rival Lines in Canada West.

In a late number we gave it as our opinion that the two lines across Canada to Detroit had agreed upon a common route, and we supposed our authority to be pretty safe. It is with regret we perceive that, at a meeting in Windsor, opposite Detroit, the "Niagara and Detroit rivers railroad company" have determined to bring forward their line in opposition to the "Great Western railroad company." As formerly observed both roads have the same termini, but the latter is to go via Hamilton at the western extremity of lake Ontario. It is not for us to decide on the relative merits of the two lines, but it is for us to say that both parties are bound by every consideration to prevent two lines being built where only one can be supported, or, what would be equally unfortunate, to see the entire project abandoned. The following extract from the prospectus as published in the St. Catharine's Journal, gives the views of the Niagara and Detroit rivers railroad company.

DIFFERENT ROADS.	Cost of construction in		Hours requir'd	PASSEGE.	Profit of investment.
	From Buffalo to Det'l.	Canada cur'.			
Great Western railroad....	245	£1,500,000	£1,059,022	12	7 per cent.
Niagara and Detroit rivers.	222	£750,000	£4,236,089	10 1/4	\$7 35
Toronto and Huron railroad.	158	No estimate	£625,000	6	15 to 25s. 10 per cent.
			2,500,000	\$3 to 5	

We do not profess to understand why the cost, speed and fare on the 245 miles of the

Great Western company should be nearly twice those of the Niagara and Detroit rivers company which is 222 miles long. Again, the road from Rochester to Lockport will reduce this difference of 23 miles to an inconsiderable amount. But we shall confine ourselves to a single point in the way of suggestion. Believing, as all must, that the American travel is the great object, it by no means fol-

"The merits of these respective routes will be best understood by a comparison of the different statements presented by their reports which are condensed in the following table:—

We al rep past y cost of past y for pa ten ye In f weekly to give when monthlly but ha quent before are m statem and o We pionee for it 221 in us ing a \$738, 000. recip seen positi sold, a

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lows that the business of the country is unworthy of notice; and if sufficient inducement can be held out to secure the former while accommodating the latter we should not object to a trifling increase in distance. This subject was pretty fully examined by Mr. Casey in a paper published in this Journal some years since, in which he advocates the route through the heart of the country in preference to the line near the northern shore of lake Erie. On the other hand, the connection of this city with the west by the New York and Erie railroad and the roads on the southern shore of lake Erie, render it of the utmost importance that the line through Canada should be so constructed as to be able to cope with any rival for that portion of the western trade and travel to which it can offer superior facilities; for—unlike the American and Canadian press, politicians and speculators—we have uniformly scouted the idea of diverting or securing “the western trade” to or by any single communication between the Atlantic and the lakes. It is not in our power at present to pursue this topic; but it will unquestionably occupy much of our attention, if prominent men in the United States have taken a deep interest in the Niagara and Detroit rivers line, as appears to be the case from numerous letters from many influential men in Boston, New York, Albany and Detroit, and if it be true as reported to us, that the Great Western railroad company have met with every encouragement in England and have actually enlisted the railway King himself.

Baltimore and Ohio Railroad.

We have been favored with a copy of the annual report of the directors of this company for the past year. It is full and explicit, showing the entire cost of the work, its receipts and expenses for the past year, and a tabular statement of the receipts for passengers and tonnage, during each of the past ten years.

In former years when the Journal was published weekly and in its present form, we had ample space to give such reports entire, but for several years past, when the Journal was issued semi-monthly or monthly, and in octavo size, we could not conveniently give as many reports entire as we desired; but having again resumed the large size and frequent publication, we shall be able hereafter to lay before our readers such of the annual reports as are made by companies which give comparative statements of their business for several years past and others containing matters of interest to them.

We now give the nineteenth annual report of the pioneer American railroad company; and we ask for it an attentive perusal. This company have 221 miles of road including the Frederick branch in use, which with all its appendages for transacting a business that has produced a gross income of \$738,703 during the past year, has cost them \$9,423,000. The account current shows a gross amount of receipts of \$12,143,065 84, it is true, but it will be seen that \$3,181,005 11 of state bonds are deposited with the Messrs. Barings of London, not sold, and there is also \$40,096 59 of Baltimore city stock “on hand;” the balance is cash in hand.

Without the advantage of experience this work was commenced, the first stone laid on the 4th of July 1828, and with the above amount of capital—which would scarcely have paid the legal and parliamentary expenses and land damages, in England, for such a road—it has been put into successful operation. It will be seen by comparing the receipts for the years 1835, 1840 and 1845, in which period they have increased from \$281,312 in 1835 to \$391,069 87 in 1840, and to \$738,603, in 1845, or nearly doubled

in the last five years, and it may with truth be said that they have only now just begun to work to advantage; the coal region is just reached and the iron mines opened—a beginning and barely that—made to send the produce of these mines to market.

In the early history of this enterprise, as in all time since, Maryland, it is true, wielded the laboring oar, yet Virginia and Pennsylvania through whose territory, one or both, the road must pass, to reach the Ohio river, yielded a ready and cordial assent; and not only so, but also agreed to contribute largely to its construction, if it should be completed within a specified period. With these pledges of public faith by two neighboring states, gallant Maryland and still more gallant Baltimore, put forth their energies and utmost efforts to accomplish what was then justly considered one of the greatest works of modern times; and under ordinary circumstances the work would have been before this time, completed to the Ohio; but the unexampled revulsion of 1837-8 and 9, compelled the company to suspend operations when they had completed but a little more than one half the distance, though we suppose that nearly or quite two-thirds of the expenditure necessary to carry the work through, has been made, as extensive surveys and examinations of the country west of the present terminus have been made.

It may well be said of this company that they have contributed largely to the cause of railroads in the United States. They have had great experience and have paid dearly for the reputation of being pioneers in the introduction and establishment of a system which will revolutionize the habits of the people and cause the earth to give forth its riches both of soil and minerals, with a far more liberal hand. We may safely say that they have paid millions for their experience; and in the advantages of that experience every railroad company in the country is now largely participating, and yet after many years of great effort, having rode out the storm in which so many foundered—sunk to rise—not yet; and when after having refitted their ship, which had been thrown by a tornado upon an inhospitable coast, they ask to be permitted to re-commence their voyage for their port of original destination and for which they have the original papers, they are met, by those who formerly solicited them to make the voyage, and even agreed to defray a part of the expense, with the reply, no! you did not accomplish the voyage within the time specified, therefore we will neither pay what we agreed to nor even allow you to enter our harbor! No, not even though many of our own people desire and will be largely benefitted by it. Therefore they are compelled, for the present at least, to suspend their voyage and to make fast to a rock in the midst of the ocean—or rather a mountain in the forest—until more liberal views predominate and more enlightened rulers wield the government of those states through whose territory it is desirable to pass, and that time is not distant. The spirit of the age is onward. Railroads tend to enlarge and liberalize the views of mankind. It will be soon seen that the construction of one railroad leads surely to the construction of another, and that to another and so on.

The objection made by “old Virginia”—by this we mean the eastern part of the state—to the termination at Parkersburg, if we understand it, is that it will interfere with the “James river and Kanawha” line of improvement from Richmond to the Ohio river. And the objection of a part of Pennsylvania to its termination at Pittsburg is, that it will interfere with their state works, and also prevent the construction of a railroad direct from Harrisburg to

Pittsburg. These objections may all be valid and just, yet we do not deem them either valid or just, but entirely the reverse. Indeed we have not a doubt but that the early completion of the Baltimore and Ohio railroad through to Parkersburg or other suitable point of termination on the Ohio, would insure the construction of the James river line of improvement, by a railroad, of course, over the mountain, to the Ohio, at an earlier period than it will be made if the Baltimore and Ohio railroad terminates finally at the coal region; and so, on the other hand, if it were to be continued from Cumberland to Pittsburg, it would insure the construction of a continuous railroad from Pittsburg to Philadelphia in less time than it would be otherwise built.

People oftentimes do from example or necessity, what they might not do, even though their interest would be promoted by it, as matter of course or inclination. And it will be in a few years better understood by the mass and the selfish, that the true way to have improvements of this kind, is to encourage, not to resist those who are able and willing to construct them, simply because they will not pass their door. They will learn that one great work induces another, and another, thereby affording eventually the greatest possible accommodation to the greatest number, though every individual may not be equally benefited.

It appears to us, if we may be allowed to express an opinion, that this company has a just claim upon Virginia for the right of way to the Ohio river; the claim of the company, however, weighs as but a feather in comparison with the right of the public—the millions who will pass over it, if properly built to the right point—and we do not hesitate to say that the people of Virginia have too much regard for the general interest and too much respect for individual rights, to stand in the way of the early completion of this noble enterprise, especially when so many of her own citizens on its line will be so much benefitted; and more especially as its construction will insure early and successful action on her own main line, from the mouth of the Kanawha to Richmond.

The true policy is to build as many lines as possible between the Atlantic and Mississippi; the more avenues the more trade and travel, and at the lowest rates possible; whereas, with only one or two main lines over the mountains, high rates and poor accommodations are the sure result, as on some of our present Atlantic lines where there is no rivalry. There will be good business for all the lines which the people are willing to pay for; the only difficulty will be to build avenues enough to accommodate the business between the east and the mighty west.

We have by the Great Western our London and Mining Railway Journals to the 8th inst, but we find very little new or interesting. Indeed they are so filled with advertisements that there is no room for anything else. The Railway Times of 4th October has two supplements of 32 pages each, making 96 pages in all, or 2 of tables, 12 of reading and 82 of advertisements!

The prices of iron are much the same as reported by the Hibernia; it will however advance. The meeting of the Staffordshire iron masters was held at Dudley on 26th ult. preparatory to the quarterly meetings, and though strictly private, yet it is known that there was a general feeling for another advance.

It is proposed to build a railway from London to Newcastle expressly for freight; coals to London and miscellaneous freights in return. It is estimated to cost £4,000,000, and to carry 3,000,000 tons of coal.

Mr. Herron's letter of October 11th, in relation

to the wear of railroad iron, the expense of keeping his track in repair, etc., was duly received—and portions of it are in type, but with other articles, crowded out by the Baltimore and Ohio report—which we desired to give entire—but have been obliged to omit the table, showing the business of ten years past, which we shall give next week.

For the American Railroad Journal.

I notice in your last paper, some doubts on the efficacy of Kyanizing, as a method of preserving timber—derived as you think, from notices in the English papers. As one of your subscribers, I would be much obliged if you would look up and publish any facts or opinions on this subject, that may be within your reach. The evidence I have seen, has all been on the other side, and I would be glad to learn the truth of the matter.

Yours &c. —

Besides the above, we are also questioned by Mr. Herron as to our authority for doubting the value of Kyanizing. Besides the discussion in the "Civil Engineer," to which we presume the latter gentleman refers, we distinctly remember to have seen a statement in some English journal—we are unable to say which—to the effect, that large quantities of timber prepared in this way, had rapidly decayed. In the mean time, any of our readers who may have seen the same statement or its contradiction, will, we hope, not hesitate to confirm our view, or, if we be in the wrong, to set us right. This is one of those very few cases in which a total defeat is preferable to victory. Some method of increasing the durability of timber, and if possible, its hardness, which should be simple, cheap and efficient, would be of inestimable value in this country, and the almost total neglect with which this subject has been regarded by the managers of our railroads, says as little for their knowledge of their own interests as for their skill and enterprize.

Columbus and Cincinnati Railroad.

The editor of the Cincinnati Daily—says that in a recent tour, he twice visited Columbus, the seat of government, where he found numerous evidences of increasing prosperity and rapid growth. After speaking of the numerous public institutions he says that Columbus is probably the best built town of its size in the Union, and that it has the "largest hotel in cubic feet in the United States." We should like to look at it, especially as he says also that its proprietor Mr. McNeil has taken great interest in the railroad from Columbus to Xenia; that:—

"Mr. Medberry, the engineer has just completed his second survey, and located the principal points. The distance is about fifty-two miles, and there are but four variations from a straight line. Between these points, the road will be straight. The country is a plain, and the ascent and descent so small, that it is not easy to conceive of less. The country through which it passes is one of unrivaled beauty and fertility. In many places it is a natural meadow, and there is very little heavy timber. Most of it is fenced in, and there graze thousands of cattle and sheep.—The farmers are rich, and live, as the phrase is, "at home"—casting their eyes, like Abraham, over the broad acres where their cattle, sheep, horses and mules repose on the soft green of velvet meadows—growing fat, to be hereafter exchanged for 'the current money of the merchant.' It is pleasant to live in such a country, and pleasant to look upon such prosperity."

We are fully of this opinion and should like it above all things—especially above the bricks, mortar, dust and filth of a large city—yet here we are in the midst of it.

Columbus and Cleveland Railroad

The amount of stock required to organize the company to construct a railroad connecting the cities of Columbus and Cleveland, has been subscribed, and a meeting of the stockholders is to be held, to organize, etc., on the 11th of October. "We do not know (says the Ohio State Journal,) what the prospects are of a speedy commencement and completion of this work, but viewing it as we do, of great importance to the intermediate country and to the whole state, we earnestly hope it may be promptly commenced and vigorously prosecuted. That the extent of travelling and transportation upon it would be very great there can be no doubt, and if judiciously located and substantially and at the same time economically constructed, it seems to us it must prove very profitable stock to the owners. However this may be, that such a road would add many times its cost to the value of property on its line, is a question about which there can be but one opinion. Every acre of wheat through a strip of country 30 miles in width and more than 100 in length, would be worth an additional dollar by the diminished expense of transportation. The road hence to Cincinnati will be done within a year or two. Extend it to Cleveland, and thereby bring Columbus within eight and Cincinnati within fourteen hours of Cleveland, and both within about two days and a half of New York and Boston, and who is bold enough to predict the extent of travelling upon it!—And whatever it might be on the completion of the road, it would go on increasing till the whole Mississippi valley shall be fully peopled and every rood of land in its wide limits sustains its man.

"That this work can be executed we have no doubt, if exertions commensurate with its importance be made, and that they will be made we have strong confidence."

These are our sentiments precisely only the writer does not give the road as much credit as it would be entitled to on account of the increased value of the land—a dollar an acre? yes *much more* than that average would be added to the value of every acre of land within 15 miles of it, and half a dollar to the next 15 miles on each side. Few people duly appreciate the value of railroads in this respect.—They are none of your periodical friends or servants, but are always ready to serve you with despatch, and at comparatively cheap rates.

Lake Erie Railroad.

From Dunkirk to Cleveland, Sandusky and the West.—Having extended our journey from Cincinnati to Columbus and Cleveland, we avail ourselves of the present opportunity to call upon our friends along the lake shore, and to give them an intimation that the Canadians are quite disposed to save them all further trouble in relation to a railroad along the south side of lake Erie, as it is their intention to have an excellent railroad at an early day between Buffalo and Detroit, and between Toronto and Port Sarnia, which will answer all their purposes; and perhaps they may allow the people of Ohio to establish ferries across the lake and avail themselves of the Canadian roads, which they will be

obliged to do in some instances, unless measures are taken to extend the road from Cleveland to the New York and Erie.

Atmospheric Railway—Railway Accidents.

The following article, abridged by the editor of the London Mining Journal, from the Perth and Dundee Advertiser, contains matter of interest to the railway world. If Mr. Pinkus has succeeded in making the improvements therein specified, he is surely entitled to high commendation, and rich reward.

The number of accidents on our railways has characterized them as in some degree hazardous. Parliament has been asked to interpose its authority—coroners have annexed heavy deadands—and the press is constant and earnest in denouncing and advising.—But legislation has only clumsy expedients in its power which may cripple and discourage enterprize; the inquest court yields an antiquated, absurd, and avenging instrument; and the "fourth estate" lengthens; or circumscribes, its efforts as its pages can otherwise permit. *The public look to the growing lights of science—to the schemes of inventive genius, for the perfecting of the railway wing.* The atmospheric method of propulsion seems to possess the merit of superior safety. The proof of this should, we think, cause its immediate adoption. The old lines may resist it as an expensive innovation, but the promoters of the new ones will no doubt instruct themselves as to the advantages of the scheme. If greater safety on the transit and less expense in the working be the results of their investigations, their own interest, as well as that of the public, will insure its being preferred.—Mr. Henry Pinkus (the first patentee of the invention) has effected a great many improvements on the principle of the Dublin and Dalkey line. The scheme adopted by Messrs. Clegg and Samuda (the Croydon line) is constructed on the same principle. Some eminent engineers have strenuously opposed the atmospheric method of propulsion. Their objections (as appears from the evidence before the commons, 15th May, 1844,) rested principally on the facts of leakage and expense of working; though they all agree in acknowledging the great security of life and limb which it affords. Mr. R. Stephenson, who is at the head of the profession, stated before the committee on the Croydon and Epsom railway; that, in his opinion, "the atmospheric principle's safety is nearly perfect." It remains therefore to prove its practicability—that is, that the inordinate loss of power by leakage (equal to $5\frac{1}{2}$ horse power per mile,) and the heavy expense for fixed engines—viz., 300 horse power for six miles—can be overcome and dispensed with. It is said that Mr. Pinkus has accomplished this; and the promoters of our new railways should acquaint themselves with the particulars of his discoveries. We have only space to enumerate them.—1. The long valve is dispensed with; hence the leakage complained of is entirely avoided.—2. A double line of railway requires only a single propelling tube.—3. Instead of engines of 100 horse power, he requires only one of 50 horse power at each terminus.—4. The diameter of the main tube is only one

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half of that used on the present atmospheric lines.—5. The stationary engines are kept working constantly.—6. The column of air in the tube does not move so fast as the train, a portion having been exhausted during intervals by the engines being kept constantly at work.—7. In ascending and descending inclined planes the air in the reservoirs, properly located, is exhausted or compressed, so as to serve as a new power and as a regulator of speed downward. Such are a few of Mr. Pinkus' specifics for the improvement of the acknowledged defects of the atmospheric principle. The cost in first construction is lessened, and also the expense of working, not only by avoiding the great leakage hitherto experienced, but also by the small size of the fixed engines employed. We notice with pleasure the efforts of this gentleman, because to him may belong the honor of making railways, the great invention of the age, as safe as they are useful. Quickness of transit is the crowning feat of the rail; but, if increase of danger go side by side with increase of speed, the public feeling, and, very probably, an act of parliament, would part with the privilege rather than encounter the risk. Mr. Errington, before a committee of the lords, stated that 13 hours between London and Forfar would only be required. But the masses who daily journey on railways would forego the acknowledged advantage of such economy in time were one man's life to be the price of it. If, as is confidently asserted, by those most intimate with Mr. Pinkus' plans, entire safety is to be secured without any diminution of the speed of the rail, then is he to be accounted a general benefactor to society.

Baltimore and Ohio Railroad Report.

(Continued from page 692.)

These statements show the net earnings for the year ending the 30th ultimo, to be \$95,094 65, nearly six per cent. upon the capital; which added to surplus of the preceding year, amounting to \$11,795 19, make an aggregate of \$106,889 84.

Of this sum, the board divided three dollars per share in April last; and they have determined to divide the same amount for the six months ending the 30th ultimo, payable on and after the 1st of November next.

The sum paid to the state for the six months from the 1st of July 1844, to the 1st of January 1845, being one-fifth of the gross receipts from passengers, amounted to \$17,264 89; and from the first of January 1845, to the first of July 1845, to \$21,434 54, making together \$38,699 43.

It will be observed that if to this sum of \$38,699 43 be added \$33,000, the amount of dividend to be received by the state from the Washington road; \$15,000, the dividend to be received from the main stem; \$1,269 60 regularly remitted to London as the interest on £5,250, the amount of the sterling bonds sold on account of the state's subscription of \$3,000,000—it will be seen that, during the year, the state has received the aggregate sum of \$87,969 03, being nearly nine per cent. upon her investment in both roads.

The slight decrease in the gross receipts

of this road during the past year, as compared with those of the year previous, will be accounted for from the circumstance that numerous political conventions were held in this city during the spring and summer of 1844, which contributed very largely to the extraordinary receipts of the road. As compared with the year 1843, there appears to be a steady increase in the revenue derived from ordinary sources; and it is believed, that the present rates of fare, combined with the fact that the stages, which have heretofore been running in competition with this road, have been withdrawn, will have the effect of materially increasing it for the future.

Complaints having been, for some time, made by the public on account of the rate of fare charged upon this branch, the legislature of Maryland, at its last session, authorized the board to reduce the fare, in its discretion, to a point not below \$1.50 for the entire distance between the cities of Baltimore and Washington; to go into effect on the first of June last. The board feeling the responsibility thereby devolved upon them, for a time hesitated to conform in any degree to the provisions of the law, believing as they did, that the experiment made by low fares upon roads passing through a dense population occupied chiefly in mechanical or commercial pursuits, could not with safety be applied to one which penetrated a district where the population was scarce, and occupied almost entirely with agriculture. It is due, however, to many of the gentlemen of the board to say that they entertained a different opinion; and that, although the deficiency which would occur by the reduction of the fare, might not be made up from increased travel drawn from the immediate line of the road, yet they contended that such increase would occur from other quarters more remote, the inevitable tendency of low fares being to create travel. A majority of the board, at length, consented to make the experiment of a lower rate, and at their regular meeting in July, resolved to reduce the fare to two dollars, both for the through and round trip tickets. The result of this experiment was such as to convince those who had previously doubted, of their error, inasmuch as the revenue, so far from being diminished, was actually increased over that of the corresponding period last year; and that too, while the line of stages, which had existed for some time between the two cities, continued to run with no very sensible diminution of travel. Under these circumstances, the board being, at the same time, sensible that the round trip ticket was, in many instances, made use of for the most fraudulent imposition, caused estimates to be made of what would be the state of the revenue if the fare were reduced to four cents per mile; the round trip discontinued, and the stages withdrawn. These estimates were sufficiently satisfactory to justify the experiment of a further reduction; and accordingly, at their regular monthly meeting in September, it was determined that, from and after the 15th of that month, the fare should be reduced to \$1.60 between the two cities, or at the rate

of four cents per mile, and the round trip ticket to be discontinued. The short time which has elapsed since the adoption of this policy does not afford, perhaps, a sufficient test of its correctness; but, up to this time, the number of passengers has considerably augmented, and the revenue has manifestly increased over that of the corresponding period of last year.

One of the results arising from the reduction of the rate of fare, of by no means inferior consequence, will be found in the fact that one of the most serious objections to granting the right of way on the part of the state of Virginia will be entirely obviated.—So important, indeed, was it considered by the legislature of that state at its last session, that it was made a special condition, in the law passed on that occasion, that the fare on this road should be reduced to the point at which it is now placed.

It is also gratifying to observe, that the bonus accruing to the state will be considerably augmented by the increasing travel over the road, and fully justified the wisdom of the policy which led to the enactment of the law authorizing the reduction.

The condition of the track upon this road is also entirely satisfactory, the cost for repairs is comparatively light, and its general administration, it is believed, will compare favorably with any other road in this country.

Of the further extension of the road to the Ohio river.

The board have again to express their regret that the obstacles which have heretofore existed to the extension of the road from Cumberland to the Ohio river, still continue. It is true, as the stockholders are aware, that a law was passed by the Virginia legislature, at its last session, authorizing the company to extend its work to the Ohio river, to terminate at the city of Wheeling; but the route indicated by that law was considered so impracticable for any useful purpose, and its other conditions are so onerous, that at a meeting of the stockholders, called for its consideration, on the 12th of July last, it was almost unanimously rejected. An effort was also made by the citizens of western Pennsylvania, to procure from the legislature of that state, at its last session, a law authorizing this company to extend its work to the city of Pittsburg, but without success. The citizens of a considerable portion of both these states, seem to be fully awake to the accomplishment of this important object, and will make renewed and more vigorous efforts for that purpose at the next session of their respective legislatures. A convention has recently been held at Greensburg, in Pennsylvania, composed of a large number of delegates from the western portion of that state, which indicated the most decisive spirit upon this subject; and, it is confidently hoped that their efforts will not be unsuccessful.

Indeed, a proper and candid consideration of the subject would, it is submitted, lead to the conclusion that not only the western, but the eastern interest of the state of Pennsyl-

vania, and especially those of Philadelphia, are most seriously involved in it. The construction of a canal leading from Cincinnati to the James river and Kanawha canal, there might, through the state of Ohio to lake Erie, has perhaps, be some force in the arguments used already diverted a very considerable portion of the trade of the valley of the Mississippi westward; but who, that is at all familiar with the from Philadelphia to New York. Merchandise has been transported from the latter place, during the present season, to Cincinnati, at a much lower rate than it would have cost to the same point by way of the Pennsylvania canals and the Ohio river.—The completion of the railroad from Cincinnati to Sandusky, on lake Erie, which is now in active progress, must inevitably divert the stream of travel from the great west to New York and Boston, and it will scarcely be denied that, when it reaches those cities, the inducements which will be held out to merchants in their purchases there, will be quite sufficient to prevent them from going to Philadelphia; whereas, on the other hand, if, by the completion of the Baltimore and Ohio railroad to Pittsburgh, the travel is drawn towards Baltimore, whatever benefit may result to her, a very large proportion must undoubtedly accrue to Philadelphia. In this particular at least, the interests of the two cities are identified; and, instead of regarding each other with a jealous distrust, they should be found uniting with hearty and untiring energy against the efforts of their northern rivals—New York and Boston. Other considerations why the best interests of Pennsylvania would be promoted by a liberal policy on her part towards this company, could be adduced; but, at present, they might be considered out of place.

In regard to Virginia, it is hard to believe that she will continue to pursue a policy which, it is believed, is without a parallel in any other of the states of the Union.

New Hampshire has, in three different instances, given the right of way to lines of railroad terminating in Massachusetts. Massachusetts has permitted, in three cases, the extension of lines from cities on the coast of Connecticut and Rhode Island into her limits. New York has allowed the construction of the great western line running from Troy and Albany towards Boston, and has also permitted her great southern route to lake Erie to be tapped at Elmira, in Pennsylvania; thereby forming a connection with Philadelphia. Pennsylvania has, by the Susquehanna and Tide Water canal, and the Baltimore and Susquehanna railroad, permitted a connection to be made by Baltimore with her whole system of public works. Indiana has allowed the Whitewater canal to terminate at Cincinnati. Maryland has, also, given a most signal example of liberality to a great enterprize by permitting the Chesapeake and Ohio canal, which traverses 200 miles of her territory, to terminate in the District of Columbia. And finally, the road leading from Charleston in South Carolina, passing through Georgia, Tennessee, and Kentucky, and looking to Cincinnati as its termination, completes the catalogue. Virginia alone of all the states seems to stand aloof from so liberal a policy, and to regard the appeals of even her own citizens upon this subject with indifference.

If it were possible to draw the trade of the great west to her capital by means of the James river and Kanawha canal, there might, through the state of Ohio to lake Erie, be some force in the arguments used already diverted a very considerable portion of the trade of the valley of the Mississippi westward; but who, that is at all familiar with the growing greatness of the Mississippi valley, can for a moment suppose such a result to be possible?

It is not beyond the range of a brief memory, since almost the entire region of country watered by the Ohio and Mississippi rivers, now teeming with millions of human beings, and rejoicing in the comforts and blessings of civilization, abode in primeval solitude; and, who now can foresee, what will be the resources of this vast region within a few short years to come? As it has been, so will it again be beyond the conception of the most enthusiastic mind.

Enough however, is known to render it a matter of absolute certainty that sufficient will be found to justify the most sanguine anticipations, predicated of all the great schemes of internal improvement of the present day. In this view of the subject, it cannot be doubted that the Virginia legislature, at its next session, will grant the privilege of the right of way, unembarrassed by onerous and oppressive conditions.

To the city of Baltimore, the completion of this work to the Ohio river is an object of the most earnest solicitude.

Since the completion of the lock and dam, navigation on the Monongahela, rendering the communication between Pittsburgh and Brownsville expeditious and easy, much the largest portion of the western travel has been diverted from other routes to this city; and during the winter season, when the Pennsylvania and New York canals are closed, this road is beginning to be regarded as the cheapest and most desirable route for the transportation of merchandise, between the Atlantic seaboard and the west.

These results are, however, but the small dust of the balance, compared with those which may be expected when the work is completed to the Ohio river.

The experience of the past gives glorious promise of the future; and, the tide of prosperity, which has already set in upon us, the evidences of which greet us on every hand, will continue to flow with a constantly increasing volume, until Baltimore shall become, what nature originally intended her to be, second to none of the cities of the Union. By order of the board,

SAMUEL JONES, JR.
President pro tempore.

MADISON AND INDIANAPOLIS RAILROAD.

We find the following from the Indiana State Journal to show the progress of business on the Madison and Indianapolis railroad. What they do now however is a mere beginning compared with what will be done when the road shall be completed to Indianapolis, which we hope will be done at an early day—and when it is completed to that point we shall expect to see early movements for its extension towards the lake.

Business during the week ending Oct. 11, 1845.
Outward.—151 passengers; 65,700 lbs.

merchandise; 392 lbs. salt; 15 lbs. whiskey; 2 lbs. tar; 9 lbs. molasses; 8,000 shingles; 151 bu. stone coal; 11 half lbs. beer; 12 plows:

Inward.—204 passengers; 5,236 bushels wheat; 88 bu. corn; 180 bu. flaxseed; 77 bu. bran; 489 lbs. flour; 201 bu. oats; 40,000 ft. lumber; 15 cords wood; 185 empty barrels; 5,000 hoop poles; 5 lbs. apples; 96 bu. potatoes; 8,500 lbs. other freight.

There is no material change in the market since last week, except in wheat, which has advanced 3 cents. It is selling to-day at 53. I learn a contract for pork to be slaughtered here was made to-day at \$4 neat—this is a high price, higher perhaps than is warranted.

The passenger cars during the fall and winter season, will leave Madison every day, (Sundays excepted,) at 5½ o'clock a.m., and then leave the depot at 6½ o'clock a.m., and will reach Edinburgh at 11 o'clock. Passengers going north, take comfortable coaches at this point, and reach Indianapolis the same day from 6 to 9 o'clock in the evening. Returning, the cars leave Edinburgh at 12, and arrive at Madison at 5½ o'clock p.m. Passengers wishing to ascend the Kentucky river or go down the Ohio, can soon after their arrival take the mail boat leaving Madison in these directions. Passengers destined up the river can take the evening line of mail boats at 10½ p.m., or the morning packet at 7 o'clock, and reach Cincinnati in 8 or 10 hours thereafter.

Two locomotives in complete order are in daily operation between Madison and Edinburgh.

WESTERN AND ATLANTIC RAILROAD. The Western and Atlantic Railroad is now in operation to Marietta, and will be opened to Cartersville, in Cass county, on the 20th of October, and to Coosa Depot, (formerly known as Borough's,) on the 20th of November.

The passenger train will continue, as at present, to connect daily (Sundays excepted) with the train from Augusta, and the stage from Griffin.

CHAS. F. M. GARNETT.
Chief Engineer.

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BOSTON COURIER, DAILY, SEMI-WEEKLY AND WEEKLY.

The *Daily* edition of the *Courier*, presents to merchants and others, an extensive medium of advertising. The circulation of the *Semi-Weekly Courier* (published on Mondays and Thursdays) is believed to be more extensive than that of any other similar Boston Newspaper. This publication embraces all the reading matter of the *Daily*, the Foreign and Domestic Markets, Review of the Boston Market, Prices current, and Ship News, prepared with great accuracy. The *Weekly Courier* contains as much of the matter of the *daily* as can be crowded into a sheet of the same size, without ship news, prices current or advertisements.

Our exertions to obtain and publish authentic information on all topics proper for the columns of a newspaper,—the state of trade, the prices of merchandise, the current news of the day, and the political movements in the various sections of the country—will not be abated. The marine department of the *Courier* has been inferior to none in copiousness or accuracy of detail, and it will be our endeavor to maintain its reputation in this respect.

TERMS OF SUBSCRIPTION.
For the *Daily Courier*, for one year, in advance \$8.00
For the *Semi-Weekly Courier*, for one year... 4.00
For the *Weekly Courier*, for one year... 2.00

JOSEPH T. BUCKINGHAM.
EBEN B. FOSTER.

BOSTON AND MAINE RAILROAD.
Upper Route. Boston to Portland via, Charlestown, Somerville, Malden, Stoneham, South Reading,

Reading, Wilmington, Ballardvale, Andover, North Andover, Bradford, Haverhill, Atkinson, Plaistow, Newington, Kingston, East Kingston, Exeter, South Newmarket, Newmarket, Durham, Madbury, Dover, Somersworth, South Berwick, North Berwick, Wells, Kennebunk, Saco and Scarborough.

Winter Arrangement, 1845 & 6. On and after Monday, October 20th, 1845, Passenger Trains will run daily, (Sundays excepted,) as follows, viz.

Leave Boston for Portland at 7 $\frac{1}{2}$ a.m. and 2 $\frac{1}{2}$ p.m. Leave Boston for Great Falls at 7 $\frac{1}{2}$ a.m., 2 $\frac{1}{2}$ p.m. and 3 $\frac{1}{2}$ p.m. Leave Boston for Haverhill at 7 $\frac{1}{2}$ a.m., 2 $\frac{1}{2}$, 3 $\frac{1}{2}$ and 5 p.m. Leave Portland for Boston at 7 $\frac{1}{2}$ a.m., and 3 p.m. Leave Great Falls for Boston at 6 $\frac{1}{2}$ a.m., 9 $\frac{1}{2}$ a.m. and 4 $\frac{1}{2}$ p.m. Leave Haverhill for Boston at 6 $\frac{1}{2}$, 8 $\frac{1}{2}$, and 11 a.m., and 6 $\frac{1}{2}$ p.m.

Special Train.—A special train will leave Boston for Andover at 11 $\frac{1}{2}$ a.m., and Andover for Boston at 3 $\frac{1}{2}$ p.m.

The Depot in Boston is on Haymarket Square.

Passengers are not allowed to carry Baggage above \$50 in value, and that personal Baggage, unless notice is given, and an extra amount paid, at the rate of the price of a Ticket for every \$500 additional value.

CHAS. MINOT,

October 20, 1845. 43 1y Supert.

SPRING STEEL FOR LOCOMOTIVES. Tenders and Cars. The Subscriber is engaged in manufacturing Spring Steel from 1 $\frac{1}{2}$ to 6 inches in width, and of any thickness required: large quantities are yearly furnished for railroad purposes, and wherever used, its quality has been approved of. The establishment being large, can execute orders with great promptitude, at reasonable prices, and the quality warranted. Address

JOAN F. WINSLOW, Agent,
553 Albany Iron and Nail Works, Troy, N. Y.

TO IRON MANUFACTURERS. THE Subscribers, as Agents of Mr. Geo. Crane, of Wales, having obtained a patent in the United States for his process of smelting Iron Ore with Anthracite coal, and holding an assignment of the patent obtained by the late Rev. F. W. Geissenhainer, are prepared to grant licenses for the manufacture of Iron according to Mr. Crane's principle.

A. & G. RALSTON & CO.,
ja45 No. 4 South Front st., Philadelphia, Pa

MACHINE WORKS OF ROGERS, Ketchum & Grosvenor, Patterson, N. J. The undersigned receive orders for the following articles, manufactured by them of the most superior description in every particular. Their work being extensive and the number of hands employed being large, they are enabled to execute both large and small orders with promptness and despatch.

Railroad Work.

Locomotive steam engines and tenders; Driving and other locomotive wheels, axles, springs & flange tires; car wheels of cast iron, from a variety of patterns, and chills; car wheels of cast iron with wrought tires; axles of best American refined iron; springs; boxes and bolts for cars.

Cotton, Wool and Flax Machinery of all descriptions and of the most improved patterns, style and workmanship.

Mill gearing and Millwright work generally; hydraulic and other presses; press screws; callenders; lathes and tools of all kinds; iron and brass castings of all descriptions.

ROGERS, KETCHUM & GROSVENOR,
a45 Paterson, N. J., or 60 Wall street, N. York.

FOR SALE AT A SACRIFICE—A LOCOMOTIVE ENGINE, 4 wheels and Tender. Cylinders 10 in. dia., Stroke 16 in., Cylinders inside of smoke box. Weight of engine, with wood and water, about 9 tons. This engine and tender are new, and of the best materials and workmanship. If required, would be altered to a 6 wheeled engine.

Also, 1 20-horse High Pressure Steam Engine.
2 8-horse " " "
1 Upright Hydraulic Press.

All of which will be sold low, on application to
T. W. & R. C. SMITH.
Founders and Machinists,
May 12th Alexandria, D. C.

GEORGIA RAILROAD, FROM AUGUSTA TO ATLANTA—171 MILES.

This Road in connection with the South Carolina Railroad and

the Western and Atlantic Road now forms a continuous line of Railroad of 360 miles from Charleston to Cartersville, two miles west of the Etowah River in Cass County.

Rates of Freight, and Passage from Augusta to Cartersville.

On Boxes of Hats, Bonnets, and Furniture per foot 15 cts.

" Dry goods, shoes, saddlery etc., per 100 lbs. 85 "

" Sugar, coffee, iron, hardware, etc. " 70 "

" Flour, bacon, mill machinery etc. " 33 $\frac{1}{2}$ "

" Molasses, per hogshead \$9; salt per bus 22 "

Passengers \$9 50; children under 12 years of age and servants, half price.

Passengers to Atlanta, head of Ga. Railroad, \$7.

German or other emigrants, in lots of 20 or more, will be carried over the above roads at 2 cents per mile.

Goods consigned to S. C. Railroad Co. will be forwarded free of commissions. Freight payable at Augusta.

J. EDGAR THOMPSON,

Ch. Eng. and Gen. Agent.

Augusta, Oct. 21 1845. *44 1y

NICOLLS'S PATENT SAFETY SWITCH

FOR Railroad Turnouts. This invention, for some time in successful operation on one of the principal railroads in the country, effectually prevents engines and their trains from running off the track at a switch, left wrong by accident or design.

It acts independently of the main track rails, being laid down, or removed, without cutting or displacing them.

It is never touched by passing trains, except when in use, preventing their running off the track. It is simple in its construction and operation, requiring only two Castings and two Rails; the latter, even if much worn or used, not objectionable.

Working Models of the Safety Switch may be seen at Messrs. Davenport and Bridges, Cambridgeport, Mass., and at the office of the Railroad Journal, New York.

Plans, Specifications, and all information obtained on application to the Subscriber, Inventor, and Patentee.

G. A. NICOLLS,

Reading, Pa.

ja45

GEORGE VAIL & CO., SPEEDWELL IRON

WORKS, Morristown, Morris Co., N. J.—Manufacturers of Railroad Machinery; Wrought Iron

Tires, made from the best iron, either hammered or rolled, from 1 $\frac{1}{2}$ in. to 2 $\frac{1}{2}$ in. thick.—bored and turned outside if required. Railroad Companies wishing to order, will please give the exact inside diameter, or circumference, to which they wish the Tires made, and they may rely upon being served according to order, and also punctually, as a large quantity of the straight bar is kept constantly on hand.—

Crank Axles, made from the best refined iron;

Straight Axles, for Outside Connection Engines;

Wro't. Iron Engine and Truck Frames; Railroad

Jacks; Railroad Pumping and Sawing Ma-

chines, to be driven by the Locomotive; Stationary

Steam Engines; Wro't. Iron work for Steamboats,

and Shafting of any size; Grist Mill, Saw Mill and

Paper Mill Machinery; Mill Gearing and Mill

Wright work of all kinds; Steam Saw Mills of sim-

ple and economical construction, and very effective

Iron and Brass Castings of all descriptions.

ja45

TO RAILROAD COMPANIES AND MAN-

UFACTURERS of railroad Machinery. The subscrivers have for sale Am. and English bar iron, of all sizes; English blister, cast, shear and spring steel; Juniata rods; car axles, made of double refined iron;

sheet and boiler iron, cut to pattern; tiers for loco-

motive engines, and other railroad carriage wheels,

made from common and double refined B. O. iron;

the latter a very superior article. The tires are

made by Messrs. Baldwin & Whitney, locomotive

engine manufacturers of this city. Orders ad-

ressed to them, or to us, will be promptly executed.

When the exact diameter of the wheel is stated in

the order, a fit to those wheels is guaranteed, saving

to the purchaser the expense of turning them out in-

side.

THOMAS & EDMUND GEORGE,

ja45 N. E. cor. 12th and Market sts., Philad., Pa.

NORWICH AND WORCESTER RAIL-

Road. On and after May 22, 1845, Trains

will leave as follows, viz:—

Accommodation Trains, daily,

except Sunday. Leave Norwich, at 6 a.m., and 4 p.m.

Leave Worcester, at 10 a.m., and 4 p.m.

The morning train from Norwich, and the morning and evening trains from Worcester, connect with the Boston, Western, and Hartford and Springfield railroads.

New York Train, via Steamboat. Leaves Nor-

wich for Worcester and Boston, every morning except Monday, upon the arrival of the boat from New York, about 2 a.m. Leaves Worcester for Norwich and New York, at 5 p.m., daily, except Sunday.

New York Train, via Long Island Railroad.—

Leaves Norwich about 3 p.m., for Worcester and Boston, daily, except Sunday. Leaves Worcester for Norwich and New York, at 7 a.m., daily, except Sunday.

Freight Trains. Daily, except Sunday.

Fares are less when paid for Tickets, than

when paid in the cars.

EMERSON FOOTE,
321y Superintendent.

LAWRENCE'S ROSENDALE HYDRA-
ULIC Cement. This cement is warranted equal to any manufactured in this country, and has been pronounced superior to Francis' "Roman." Its value for Aqueducts, Locks, Bridges, Floms and all Masonry exposed to dampness, is well known, as it sets immediately under water, and increases in solidity for years.

For sale in lots to suit purchasers, in tight papered barrels, by JOHN W. LAWRENCE,

142 Front street, New York.

Orders for the above will be received and promptly attended to at this office.

321y

SUMMER ARRANGEMENT—FARE
REDUCED.

By the Great Southern Mail Line, via Washington City, and the only line that now issues through tickets south, to Weldon and Charleston, S. C., whereby the traveller gains 24 hours in advance of those who take the Bay route. This is the only line that carries the great southern mail to Richmond, Petersburg, Weldon, and Charleston, S. C.

Direct to New Orleans, and at the following reduced rates of fare, viz: Through tickets from Baltimore to Charleston, \$21: whereby the traveller saves 24 25. Bear in mind that this is the great Southern Mail Line, and the only one that issues a through ticket south. Those who patronize it will save their money and time. *Through Tickets* from Baltimore to Charleston 21; Baltimore to Weldon 10; Baltimore to Petersburg 27 50; Baltimore to Richmond 27.

Fast Mail Line.—Leave New York at 9 a.m. and arrive in Philadelphia at 3 $\frac{1}{2}$ p.m.; arrive in Baltimore at 11 p.m.; arrive in Washington at 3 a.m.; arrive in Fredericksburg at 9 a.m.; arrive in Richmond, Va., at 12 $\frac{1}{2}$ to 1 p.m.; arrive in Petersburg, Va., at 3 p.m.; arrive in Weldon, N. C., at 10 p.m.; arrive in Wilmington, N. C., at 12 m.; arrive in Charleston, S. C., at 6 a.m.

Passengers by the above line will arrive at Richmond by 11 $\frac{1}{2}$ o'clock p.m. and Petersburg, Va. by 2 $\frac{1}{2}$ o'clock p.m., through to the former city in twelve hours, and to the latter in fourteen and a half hours, (and in eight hours less time than by the Bay route,) and to Charleston, S. C., in fifty-one to fifty-two hours after leaving Baltimore, and do not incur the risk of any detention at intermediate points as those who take the Bay route.

Way Mail Schedule.—Leave New York at 5 o'clock p.m. and arrive in Philadelphia at 10 p.m.; arrive in Baltimore at 2 $\frac{1}{2}$ p.m.; arrive in Washington at 7 p.m. *From Philadelphia by steamboat*.—Leave Philadelphia at 6 a.m. and arrive in Baltimore at 1 p.m.; leave Baltimore at 5 p.m. and arrive in Washington at 7 p.m.

For further information and *through tickets* apply to the Southern office, adjoining the Washington railroad ticket office, Pratt street, Baltimore.

STOCKTON & FALLS.

LONG ISLAND RAILROAD.—EVEN-
ing Line for Newport and Providence.
Fare 50 cents.

 Every Tuesday, Thursday and Saturday, from the foot of Whitehall street, at 4 o'clock and from Brooklyn depot at 5 p.m.

On the arrival of the train at Greenport, passengers will proceed immediately in the steamer "New Haven," direct.

2139

BOSTON AND PROVIDENCE RAIL-
road. Dedham Branch Railroad. Stoughton Branch Railroad.

 Fall arrangement, to commence Monday, September 29, 1845.

Steamboat train for New York via Stonington, leaves Boston at 4½ p.m.

Accommodation trains, leave Boston at 8 a.m. and 3½ p.m. Leave Providence at 8 a.m. and 3½ p.m.

Fare in first class cars, \$1 25
" second " 85

Dedham trains, leave Boston at 9 a.m. 3 p.m. and 6 p.m. Leave Dedham at 7½ a.m., 10½ a.m. and 4½ p.m.

Fare 25 cents.
Stoughton trains, leave Boston at 12 m. and 4 p.m. Leave Stoughton at 8 a.m. and 2½ p.m.

Fare 50 cents.

W. RAYMOND LEE, *Supt.*
Sept. 15, 1845.

311y

NEW YORK AND ERIE RAILROAD
LINE. For Middletown, Goshen, and intermediate places. Two daily  lines each way, as follows:

For passengers, the new, and commodious steamboat St. Nicholas, Capt. Alex. H. Shultz, will leave the foot of Duane street daily, [Sundays excepted], at 7½ o'clock, A.M., and 5 o'clock, P.M., through in five hours. Returning, the cars will leave Middletown at 6, A.M., and 4½, P.M. For further particulars inquire of J. Van Rensselaer, Agent, corner of Duane and West streets.

H. C. SEYMOUR, Superintendent.

Stages run from Middletown daily, in connection with the afternoon line, to Bloomingburg, Wurtsboro, Monticello, Mt. Pleasant, Binghamton, Owego, Port Jervis, Honesdale, Carbondale, etc.

On Monday, Wednesday, and Friday, to Dundaff, Montrose, Friendsville, Lenox, Brooklyn, etc.

311y

BALTIMORE AND SUSQUEHANNA
Railroad. The Passenger train runs daily , except Sunday, as follows:

 Leaves Baltimore at 9 a.m., and arrives at 6½ p.m. Arrives at York at 12½ p.m., and leaves for Columbia at 1½ p.m. Leaves Columbia at 2 p.m., and leaves York for Baltimore at 3 p.m. Fare to York \$2. Wrightsville \$2 50, and Columbia \$2 62½. The train connects at York with stages for Harrisburg, Gettysburg, Chambersburg, Pittsburg and York Springs.

Fare to Pittsburg. The company is authorized by the proprietors of Passenger lines on the Pennsylvania improvements, to receive the fare for the whole distance from Baltimore to Pittsburg. Baltimore to Pittsburg.—Fare through, \$9 and \$10.

Afternoon train. This train leaves the ticket office daily, Sundays excepted, at 3½ p.m. for Cockeysville, Parkton, Green Springs, Owings' Mills, etc.

Returning, leaves Parkton at 6 and Cockeysville and Owings' Mills at 7, arriving in Baltimore at 9 o'clock a.m.

Tickets for the round trip to and from any point can be procured from the agents at the ticket offices or from the conductors in the cars. The fare when tickets are thus procured, will be 25 per cent less, and the tickets will be good for the same and following day in any passenger train.

D. C. H. BORDLEY, *Supt.*

311y Ticket Office, 63 North st.

DAVIS, BROOKS & CO., 30 WALL ST.
Have now on hand and for sale,
200 tons 2½ x 4½ inch Flat punched Rails, Bars
18 feet each.

100 tons Heavy Edge Rails, 90 tons per mile.
30 tons 2½ x 4½ inch Flat Rails.

Also—A STEAM PILE DRIVER, built by
"Dunham & Co." which has never been used, and
cost originally \$5000.

320 2m ja45

BALTIMORE AND OHIO RAILROAD.
MAIN STEM. The Train carrying the Great Western Mail leaves Baltimore every morning at 7½ and

Cumberland at 8 o'clock, passing Ellicott's Mills, Frederick, Harper's Ferry, Martinsburg and Hancock, connecting daily each way with—the Washington Trains at the Relay House seven miles from Baltimore, with the Winchester Trains at Harper's Ferry—with the various railroad and steamboat lines between Baltimore and Philadelphia and with the lines of Post Coaches between Cumberland and Wheeling and the fine Steamboats on the Monongahela Slack Water between Brownsville and Pittsburgh. Time of arrival at both Cumberland and Baltimore 5½ P.M. Fare between those points \$7, and 4 cents per mile for less distances. Fare through to Wheeling \$11 and time about 36 hours, to Pittsburgh \$10, and time about 32 hours. Through tickets from Philadelphia to Wheeling \$13, to Pittsburgh \$12. Extra train daily except Sundays from Baltimore to Frederick at 4 P.M., and from Frederick to Baltimore at 8 A.M.

WASHINGTON BRANCH.

Daily trains at 9 A.M. and 5 P.M. and 12 at night from Baltimore and at 6 A.M. and 5½ P.M. from Washington, connecting daily with the lines North, South and West, at Baltimore, Washington and the Relay house. Fare \$1 60 through between Baltimore and Washington, in either direction, 4 cents per mile for intermediate distances. 313 ly

CENTRAL RAILROAD—FROM SAVANNAH to Macon. Distance 190 miles.

This Road is open for the transportation of Passengers and Freight. Rates of Passage, \$8 00: Freight—On weight goods generally... 50 cts. per hundred. On measurement goods... 13 cts. per cubic ft. On brls. wet (except molasses and oil)... \$1 50 per barrel. On brls. dry (except lime)... 80 cts. per barrel. On iron in pigs or bars, castings for mills, and unboxed machinery... 40 cts. per hundred. On hhd. and pipes of liquor, not over 120 gallons... \$5 00 per hhd. On molasses and oil... \$6 00 per hhd. Goods addressed to F. WINTER, Agent, forwarded free of commission. THOMAS PURSE, Gen'l. Sup't. Transportation.

LEXINGTON AND OHIO RAILROAD. Trains leave Lexington for Frankfort daily, at 5 o'clock a.m., and 2 p.m.

 Trains leave Frankfort for Lexington daily, at 8 o'clock a.m. and 2 p.m. Distance, 28 miles. Fare \$1 25.

On Sunday but one train, 5 o'clock a.m. from Lexington, and 2 o'clock p.m. from Frankfort.

The winter arrangement (after 15th September to 15th March) is 6 o'clock a.m. from Lexington, and 9 a.m. from Frankfort; other hours as above.

351y

KEARNEY FIRE BRICK. F. W. BRINLEY, Manufacturer, Perth Amboy, N. J. Guaranteed equal to any, either domestic or foreign. Any shape or size made to order. Terms, 4 mos. from delivery of brick on board. Refer to

James P. Allaire, Peter Cooper,  New York.
Murdock, Leavitt & Co.

J. Triplett & Son, Richmond, Va.
J. R. Anderson, Tredegar Iron Works, Richmond, Va.

J. Patton, Jr.  Philadelphia, Pa.
Colwell & Co.

J. M. L. & W. H. Scovill, Waterbury, Conn.
N. E. Screw Co.  Providence, R. I.
Eagle Screw Co.

William Parker, Supt. Bost. and Wore. R. R.
New Jersey Malleable Iron Co., Newark, N. J.
Gardiner, Harrison & Co. Newark, N. J.

25,000 to 30,000 made weekly. 351y

RAILROAD IRON AND FIXTURES. The Subscribers are ready to execute orders for the above, or to contract therefor, at a fixed price, delivered in the United States.

DAVIS, BROOKS & CO.,
30 Wall st., N. York.

OFFICE OF THE NEW YORK AND
Erie Railroad Company. No. 50 Wall st.
New York. September 13, 1845.

Notice is hereby given to the holders of stock of the New York and Erie Railroad company, that by the terms of the 8th section of the Act of the 14th May, 1845, it is provided that, if within 6 years from the passage of the law the company shall complete a single track from the Hudson river to lake Erie and a branch to Newburgh, in Orange county, then the said company shall be released from all liability to pay to the state any demand which the state may have against them, with this exception only, "that in case any holder or holders of the capital stock of said company heretofore issued and certified, or purporting to be paid in full, shall not within six months from the passage of this act, surrender to the company their stock certificates, and receive or offer to receive therefor, for every two shares of stock heretofore issued, one share of stock to be hereafter issued, then all such stock heretofore issued, and not so surrendered, shall not be subject to the provisions of this law; but the state shall retain the right to claim upon such outstanding stock, and the said company shall pay into the treasury of the state, upon the order of the comptroller, any and all dividends upon such outstanding stock, and the comptroller shall apply the same to the credit of said company, until the state shall receive in such dividends, so much of their said debt of three millions of dollars and the interest thereon, as would be the proportion of such outstanding stockholders to "pay, provided the whole debt of three millions of dollars and interest thereon were collected ratably from all the stock of said company now outstanding."

By section 9th, of the same law, it is provided that, "it shall be the duty of the president and secretary of said company, within thirty days after the expiration of the six months mentioned in the last preceding section, to file with the comptroller of the state, a statement of all stocks that shall not have been exchanged in pursuance of the provisions of the last preceding section; and whenever any dividend upon the stock of the said company shall be made, it shall be the duty of the board of directors to notify the comptroller of such dividend, and upon payment of the dividend aforesaid into the treasury, the comptroller shall furnish to said company a receipt for the portion of such dividend belonging to any stock not surrendered and exchanged in pursuance of the last preceding section of this act, and said company shall surrender to the holders of such stock the receipt of said comptroller in lieu of said dividends."

It will be seen that on or before the 14th of November next, each and every holder of the stock of the company must decide whether he will avail himself of the provisions of this law by surrendering his stock and receiving one share for every two shares thus surrendered. With reference to holders who neglect to avail themselves of the provisions of the act, it is made the duty of the company, within thirty days from the 14th of November, "to file with the comptroller a statement of all stocks that shall not have been exchanged" agreeably to the provisions of this act, the dividends on which must be paid into the state treasury, rendering that class of stock practically of no value to the holder. The board of directors consider it their duty to protect the interests of the stockholders by giving all possible publicity to that portion of the law relating to the outstanding stock, that all may have an opportunity for an early compliance with the provisions of the act. By order of the board of directors. 398 T. S. BROWN, Acting secretary.

OFFICE OF THE NEW YORK AND
Erie Railroad Company. No. 50 Wall st.
New York. 4th October, 1845.

Notice is hereby given that the sum of three millions of dollars, required by the law of May 14th, 1845, has been subscribed to the capital stock of this company, and that the books have been closed. The subscribers are required to make a payment of five dollars on each share, at the office of the company, on or before Thursday, the 16th of October inst.

By order of the board of Directors.
T. S. BROWN, Acting Secretary.

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